



**COMMUNITY PARTICIPATION AND ROAD SERVICE DELIVERY IN WAKISO
DISTRICT: A CASE OF THREE LOWER LOCAL GOVERNMENTS**

BY

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DECLARATION

I, Barbra Namugambe do hereby declare that this dissertation is my original work and in instances where academic work by other people was used, it was properly acknowledged. I also declare that this work has never been submitted to any other university or tertiary institution for any academic award.

Signed: _____ **Date:** _____

APPROVAL

This is to certify that this dissertation entitled, “**Community Participation and Road Service Delivery in Wakiso District: A Case of Three Lower Local Governments**” has been submitted for examination with our approval as Institute Supervisors.

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DEDICATION

I dedicate this work to; my mother, Mrs Jane Sserwanga; my dear children - Tracy, Catherine, Karen, George and Timothy; and to my husband Godfrey. Thank you all for the love and support.

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I wish to acknowledge the contribution made by various people to the undertaking and conclusion of this research work. I greatly appreciate the Government of Uganda for sponsoring me for this course. I also appreciate my technical supervisors; Ms. Aida Lubwama and Dr. Keefa Kiwanuka for all the guidance given to me throughout the production of this work, by making timely corrections and offering me invaluable advice.

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LIST OF ABBREVIATIONS

ACODE	-	Action for Community Development
CAO	-	Chief Administrative Officer
CG	-	Central Grant
CVI	-	Content Validity Index
DDP	-	District Development Plan
DLG	-	District Local Government
DV	-	Dependent Variable
FY	-	Financial Year
GoU	-	Government of Uganda
HIV/AIDS	-	Human Immune Virus/Acquired Immune Deficiency Syndrome
IV	-	Independent Variable
Kms	-	Kilometers
LC I	-	Local Council One
LC III	-	Local Council Three
LC	-	Local Council
LGs	-	Local Governments
M&E	-	Monitoring and Evaluation
NDP	-	National Development Plan
NGO	-	Non Government Organization
NRM	-	National Resistance Movement
PMI	-	Project Management Institute
PRSP	-	Participatory Rural Strategic Plan
RTI	-	Rural Transport Initiatives
RUCs	-	Road User Committees
SHS	-	Shillings
UNRA	-	Uganda National Roads Authority
\$	-	Dollars

ABSTRACT

The study analysed the contribution of Community Participation to Road Service Delivery in Wakiso District Local Government, with specific focus on three lower local governments in the district. The specific objectives targeted for the study included: analyse the contribution of community participation in project planning to road service delivery in Wakiso District Local Government; to establish the contribution of community participation to the implementation of road construction projects in Wakiso District Local Government and; to establish the contribution of community participation to the maintenance of rural access roads in Wakiso District Local Government. A descriptive case study design was used, supported by both qualitative and quantitative approaches. An accessible population of 179 was identified from which a sample of 123 was obtained. A response rate of (72 %) was obtained. Results showed a positive relationship between; community participation in project planning and road service delivery ($R=0.307^{**}$); community participation in project implementation and road service delivery ($R=0.710^{**}$) and; community participation in maintenance and road service delivery ($R=0.779^{**}$). Basing on the study findings, it was thus concluded that; a district development plan and budget are key to better access to road networks by the local people; social gatherings, workshops and conferences can be effective means of local mobilization. The study thus recommended that; there is need to conduct more consultative and feedback meetings and externally lobby for funds. Further, there is need to create a task force to oversee awareness programs, better remunerations and address human resource gaps. Finally, it is essential that Wakiso district local government pays attention to sensitisation of local politicians, reward locals to maintain roads, formulate road ordinances and lobby for more funding.

CHAPTER ONE

INTRODUCTION

1.1 Introduction

Gow & Vasant as cited by Midgley et al, (1996), argue that community participation is a necessary condition for rural people to manage their affairs, control their environment and enhance their wellbeing. This study examined the contribution of community participation to road service delivery in Wakiso District, Uganda, looking at three Lower Local Governments within Wakiso district. Chapter one covers the background to the study, the statement of the problem, the purpose or general objectives of the study, the research questions, the hypotheses, the scope of the study, the significance, justification and operational definition of terms and concepts.

1.2 Background to the Study

1.2.1 Historical Background

Governments have the responsibility to deliver effective services to their people, including the construction of all-weather roads. According to Heggie (1995), Road transport in Africa grew rapidly after the Second World War. Road transport carries 80 to 90% of the regions' passengers and provides the only form of access to most rural communities. To handle this traffic, African countries expanded their road networks considerably during the 1960s and 1970s and also built new roads to open up more land for development (Heggie, *ibid*).

In 1986, the total national road network (trunk) in Uganda was 7900 kilometers. Of the 1900 kilometer's that had been previously tarmacked, only 6% was in fair condition and about 30,000 kilometers of community roads had become footpaths (NRM Manifesto, 2006).

The Government of Uganda has overtime spearheaded road construction efforts and according to the National Development Plan (NDP 2011 -2015),Uganda is currently comprised of 21,000kms of national roads,13,000kms of district roads,2800kms of urban roads and about 30,000kms of community roads connecting communities, districts as well as linking Uganda to neighboring countries.

According to the background to the budget for the fiscal year 2012/13, there was a steady growth in the budgetary allocation to the transport sector which rose from 464.8 billion in FY 2006/07 to 1,290.8 billion in the FY 2011/12. However, in spite of the large amounts of money injected in the roads sector, roads, especially in rural areas continue to be largely in a poor state. In addition, there is continued vandalism of equipment, fuel, road signs, among others, from completed and ongoing road works, creating an impression that the recipient communities might not be appreciative enough of the road works to protect them for their own use.

1.2.2 Theoretical Background

The study was guided by Arnstein's (1969) Ladder of Participation Theory and the Ladder of Citizen Empowerment Theory (Burns et al, 1994). The ladder of participation theory recognizes that there are different levels of participation ranging from manipulation or therapy of citizens through to consultation and what might be viewed as genuine participation. Genuine participation can be viewed through partnerships, delegated power and citizen control whereby people are empowered to positively contribute to their own development, (Arnstein, 1969). The theory has a link to the research as it fully highlights how community participation in planning, implementation and Monitoring & Evaluation by the local service users may result into availability of reliable and quality road service delivery, hence a positive gesture to National development.

On the other hand, one of the limitations to Arnstein's Ladder of Participation Theory is that each of the steps represents a very broad category, within which there are likely to be a wide range of experiences. For example, at the level of informing, there could be significant differences in the type and quality of the information being conveyed and therefore, levels of participation are likely to reflect a more complex process than a simple series of steps.

Furthermore, the critiques of Participation theory point out that community participation is only advocated for when leaders want to get something from the community which they might not easily get if they don't promote participation and that therefore, to ensure that people are not exploited by the proponents of participation, it should be embedded in the laws of a country as a basic human right, (Chanan, 2005). On the positive note though, much as politicians promise better road service delivery, they may be limited by the insufficient funds from the Government that are allocated to districts. To a large extent, this particular theory calls for the involvement of all stakeholders, meaning that information is carefully elicited from the locals and based on this information, decisions are undertaken by the politicians and district top officials to ensure that better services are extended to the community.

According to the Ladder of Citizen Empowerment Theory advanced by Burns et al (1994), people are expected to be responsible for themselves and should, therefore, be active in public service decision making. The theory elaborates a more qualitative breakdown of the different levels of citizen empowerment and for example, draws a distinction between 'cynical' and 'genuine' consultation and between 'entrusted' and 'independent' citizen control. This helps the locals to surely determine for themselves whether road services extended to their communities are worth the investment or not and whether their presence contributes positively to the extension of better services as they are the consumers.

However, Cornwall (1993) as cited by Hickey & Mohan (2004) argues that spaces for participation are not neutral, but are themselves shaped by power relations that both surround and enter them. Leaders should therefore ensure that such power relations do not deter participation but encourage the communities to contribute to their own development. Community participation should not be viewed as a marketing exercise where the desired end result is 'sold' to the community. It was upon this theory the study was based.

1.2.3 Conceptual Background

The study was guided by the two concepts of community participation and road service delivery as the independent and dependent variables, respectively. Traditionally, in the African Society, the notion of community participation was cherished. In central Uganda for example, it was referred to as "*bulungibwansi*" and there were designated days when all members of the community would be required to participate in some way in the collective community efforts to construct and maintain the community infrastructure (<http://www.unra.ug>)

According to United Nations Report (1981), participation is defined as the creation of opportunities to enable all members of a community and the larger society to actively contribute to and influence the development process to share equitably in the fruits of development. A community on the other hand is described as a group of people living together under a distinguished locality.

It is widely recognized that participation in government projects often means no more than using the services offered or providing inputs to support the project. This is contrasted with a stronger form of participation involving control over decisions, priorities, plans, and implementation; or spontaneous, induced or assisted formation of groups to achieve

collective goals. It is thus imperative to say that the most important and complicated issue on most project planning, implementation and subsequent outcomes is community participation.

Furthermore, the notion of community participation, according to the Uganda National Roads Authority (2014), has been eroded in the community and it would appear that people are always waiting for Government to give them the services they require, including the construction of roads and their maintenance yet the community seems not to be ready to guard them for their own use.

Henri et al., (1987) point out that local participation in project activities may occur at any time during the planning, implementation and maintenance of a certain project. By increasing the probability that local resources will be mobilized for subsequent maintenance, local participation in planning and construction of rural infrastructure projects can make these projects more cost effective. There is need to coordinate with existing organizations to promote local participation.

Conclusively, Midgley et al, (1996) argue that participation is advocated for not only because it facilitates social service delivery by lowering costs and smoothing but because it fosters a sense of belonging and the integration of communities which in turn helps local people to contribute positively to national development,

On the other hand, Service delivery is considered an important tool for an organisation's struggle to differentiate itself from its competitors (Ladhari, 2008). The relevance of service delivery is emphasized here especially the fact that it offers a competitive advantage to users that strive to use it and hence bring local satisfaction. In this study, the term community participation comprises of key concepts of project planning, implementation and M&E exercised in the process of road service delivery since the definition recognizes the need for checks and controls in the process of maintenance of better roads.

1.2.4 Contextual Background

Over the years, road service delivery in Wakiso District Local Government has been significantly improving and compared to other district of Uganda, the district is performing quite well in road service delivery (District Budget performance Report 2012/2013). However, since the Government has been largely responsible for spearheading road construction efforts from national to community level, members of the recipient communities have largely not actively participated in the planning, implementation and maintenance of the roads. In cases where the community participates, their concerns are mainly focused on compensation for any property to be destroyed, getting casual jobs on site, and other such related activities.

Wakiso District has over the time ensured that its locals had the best road service every financial year but this has been hindered by the continuously reduced or insufficient funds that the central government extends to its coffers, (Wakiso District Financial Report, 2013/14). According to the District Development Plan (DDP) of Wakiso District for the FY 2012/13, one of the biggest problems the district faced in the maintenance of its roads was the continued destruction of roads by trucks ferrying sand and hardcore stones to clients around Kampala. To avert such, the district local government could mobilize the community to collect maintenance fees from such trucks and to use the same to keep their roads in good condition.

However, the growing trend in Uganda today is for people to sit back and wait for government to deliver all the services they require including the construction and maintenance of national and community roads. In view of the limited resource envelope, such expectations by the communities can hardly be met by government, leaving a trail of poorly maintained roads especially in the rural areas, which in turn impedes rural economic development (<http://www.roadfund.ug>)

District local governments are the lowest service delivery points in Uganda and are heavily dependent on the central government for their funding. However, Uganda is a growing economy and for the first time in its history, in the financial year 2013/14, Uganda funded about 80% of its national budget. This indicates that previously, Uganda had been greatly dependent on Development Partners who normally channeled their aid to projects of their choice which might not necessarily be in line with rural access roads, hence necessitating the community to contribute towards maintaining their roads.

It is further noted that Local Governments in Uganda are heavily dependent on the Central Government for funding and these funds are supposed to be used specifically on their development projects including road construction. Unfortunately, the funds remitted to the districts are insufficient to meet all the road construction and maintenance requirements making it imperative for community members to support their districts to undertake road construction works cheaply and to maintain them in good condition.

1.3 Statement of the Problem

The Government of Uganda is continuously providing its citizens with a reliable road network to spur economic growth and development from the grass root to the national level. From the FY 2006/07, the total national budget allocation for the transport sector had increased from 464.8 billion to 1,290.8 billion in the FY 2011/12. Good roads are needed to ease the movement of people in terms of reaching social services. However, it appears that government efforts to have all-weather motorable roads had not been complimented and strengthened by the recipient communities. The widespread vandalism of road rails, road signs on newly constructed roads like the Kabale-Kisoro road, Jinja-Bugiri road, among others, has resulted into more extra construction costs and road accidents. The Sunday Vision of July 7, 2013, pg 48-49, for instance revealed that Uganda is losing billions of shillings to road sign thefts. There was therefore urgent need to get the local community on board with an

intention of protecting and cherishing these roads. Wakiso District is heavily dependent on the Central Government for funding of all these development projects. Insufficient funds are remitted and hardly enough to meet most tasks, making it imperative for community members to support their districts to undertake road construction works cheaply and to maintain them in good condition. For instance, in the FY 2011/12, out of a total resource envelope of 44.87 billion, the sector of Technical Services and Works (which includes road construction) was only allocated 15% of the total budget (ACODE, 2011/2012). Although the system of LG was designed to identify local priorities and administer policy interventions, the Participatory Rural Strategic Plan (PRSP) process has helped to ensure that an increasing proportion of Central Government Funding for LGs is conditional, with 85% of the total Local Government income earmarked according to nationally determined priorities (GoU, 2002). This therefore implied that since most Central Government Transfers to Local Governments were conditional, the community had to find alternative means of acquiring the necessary services including construction and maintenance of better roads because Government would not be in position to provide for all their needs. The study therefore analyzed the contribution of community participation to Road service delivery in Wakiso District Local Government.

1.4 Purpose of the study

The purpose of the study was to analyze the contribution of community participation to Road service delivery in Wakiso District Local Government.

1.5 Objectives of the Study

The study was based on the following specific objectives;

- 1) To analyse the contribution of community participation in project planning to road service delivery in Wakiso District Local Government.

- 2) To establish the contribution of community participation to the implementation of road construction projects in Wakiso District Local Government.
- 3) To establish the contribution of community participation to the maintenance of rural access roads in Wakiso District Local Government.

1.6 Research Questions

The study addressed the following research questions;

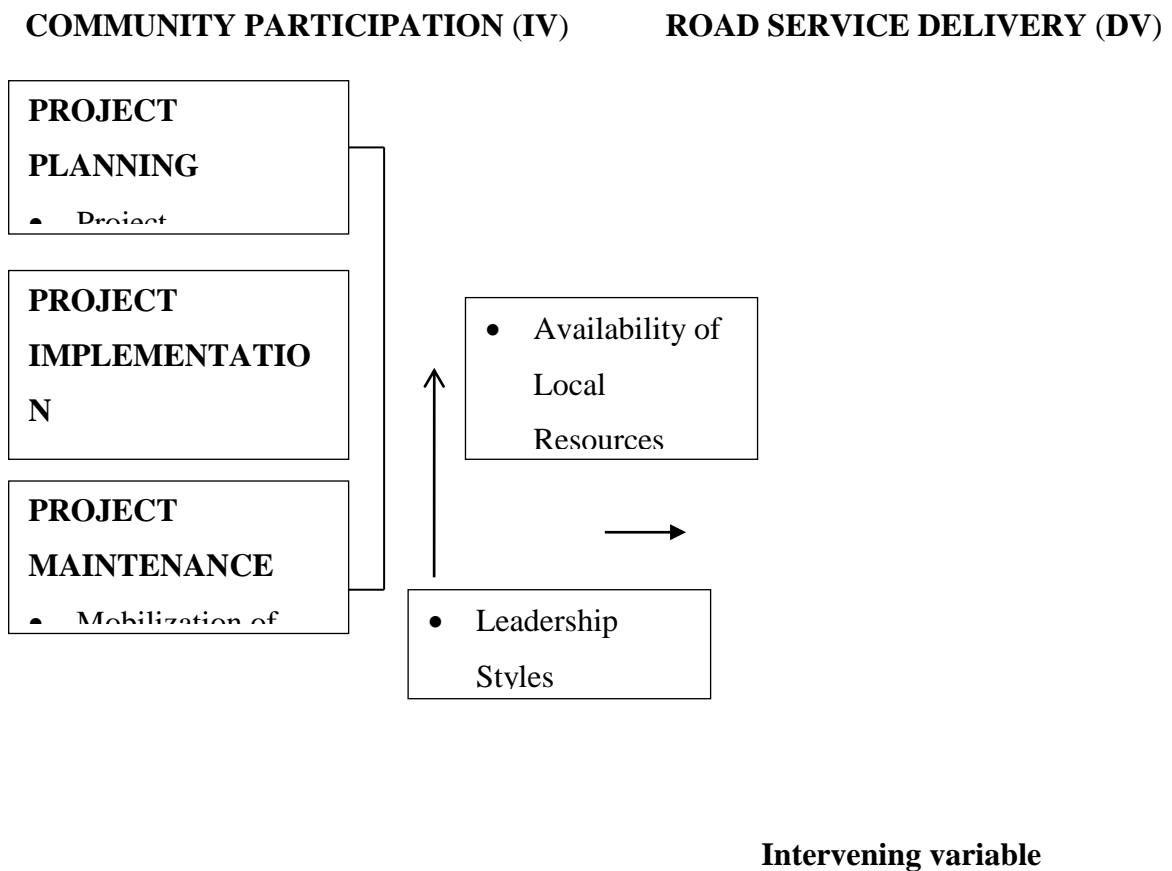
- 1) What is the contribution of community participation in project planning to road service delivery in Wakiso District Local Government?
- 2) What is the contribution of community participation in the implementation of road construction works to road service delivery in Wakiso District Local Government?
- 3) What is the contribution of community participation to the maintenance of rural access roads in Wakiso District Local Government?

1.7 Hypotheses of the Study

The study was guided by the following hypotheses;

- 1) There is a significant relationship between community participation in project planning to road service delivery in Wakiso District Local Government.
- 2) There is a significant relationship between community participation and roads service delivery in Wakiso District Local Government.
- 3) There is a significant relationship between community participation in the maintenance of roads to improved road service delivery in Wakiso District Local Government.

1.8 Conceptual Framework



Source: Adapted from Sekaran (2003) and modified by the researcher.

Figure 1.1: Conceptual Framework showing the relationship between Community Participation and Road Service Delivery

The conceptual framework clearly demonstrates the problem that the researcher investigated. In the framework, Community Participation is the independent variable and road service delivery is the dependent variable. In addition, community participation was categorized into project planning, implementation and maintenance, whereas road service delivery as the dependent variable was categorized into availability of local and external resources, quality of road works and sustainability of the project and community ownership.

Community participation in the identification of the problem and its solution, implementation and maintenance could go a long way in ensuring that the roads constructed are of high quality; guard against the misuse of the resources that have been availed to work on the road for example fuel siphoning might be limited or non-existent since the community jealously guards it; and the community is likely to maintain the road in good condition since they know that they own it.

By ensuring participation in the entire project planning and implementation, it is envisaged that the community will be more appreciative of the roads after their completion and guard them jealously so that they can facilitate the achievement of socio-economic development. The community ensures that the roads are not misused for example by overloaded vehicles which spoil them, hence ensuring sustainability for the project.

The cost of project implementation goes down if local resources are mobilized to help in the construction but in addition, local people closely monitor the project and ensure that no resources are lost to thieves especially those who steal fuel and sale it to local people hence making the project more expensive than it would have been.

The contribution of the community to the implementation of development projects depends on the leadership style of those in power in a way that their capacity to mobilize and sensitize people about the need for them to contribute whether financially or in kind determines their response rates. Additionally, the existing laws and regulations especially in the way funds are managed at local government level might be a determinant to the level of participation in a certain project.

1.9 Significance of the Study

The study informs policy makers about the contribution of community participation in the construction and maintenance of national and community roads and the benefits that can accrue if the user communities are involved in the planning, construction and maintenance of roads.

The study findings inform the people of Uganda of the benefits of community participation in road service delivery to spur them to support government with manpower, resources including money, so that roads can be kept in good condition for sustainable growth and maintenance.

The study highlights the various issues that hinder community participation for government to take note and rectify if there is to be sustainable development of the road sector in Uganda.

Lastly, the study benchmarks the progress that has been made by some African countries as far as road construction and management is concerned so that policy makers pick out lessons from such countries for application by Uganda's Road Management Agencies for better maintenance of the Country's road network.

1.10 Justification of the Study

Over the past six years, Government of Uganda funding for road construction has been increasing, especially to cater for big national projects. On the other hand, according to the Wakiso District Development Plan (DDP) for the FY 2012/13, the funding sent to the district to construct district and community roads has gone down, yet the cost of construction of each kilometer of road continues to rise. There is therefore need for policy makers to examine the possibility of engaging the user communities in the construction and maintenance of their own roads for purposes of affordability and sustainability. Participation is not only one of the

goals of social development but an integral part of the social development process since it serves immediate instrumental goals such as the identification of felt needs as well as the mobilization of local resources.

1.11 Scope of the study

1.11.1 Geographical Scope of the study

The study was conducted in 3 Lower Local Governments in Wakiso District including: Namayumba Sub-County, Kakiri Sub-County and Kakiri Town Council. This was because Namayumba and Kakiri Sub-County had benefited from a special roads programme and Community Agricultural Infrastructure Improvement Project (CAIIP). On the other hand, Kakiri Town Council is an urban area and is provided with special funds from the Government for road maintenance annually.

1.11.2 Content Scope of the study

The study focused on Community Participation and Road Service Delivery in Uganda: A case Study of 3 Lower LGs. The content of the study was limited to key variables namely; community participation in planning, implementation & maintenance while road service delivery entailed availability of local resources, quality of road works, sustainability of the project and community ownership.

1.11.3 Time Scope of the study

The study focused on a period of four years from 2009 to 2013 as it was a period when Wakiso district experienced numerous road service delivery challenges, (Wakiso District Development Plan, 2011/12). For instance, during the FY 2011/12, out of a total resource envelope of 44.87 billion, the Wakiso LG - sector of Technical Services and Works was only allocated 15% of the total budget, (ACODE 2011/2012). In addition, it is the period when information for the study was readily available.

1.12 Operational Definitions

i. Community

This concept in the study meant the people living in a village, parish, sub-county or district who can ably contribute to the planning, implementation and maintenance of rural access roads

ii. Participation

Participation in the study meant the involvement of all people living in the community in ensuring that roads in their communities are in good condition.

iii. Service delivery

This concept in the study meant the process by which government ensures that people within a certain locality are provided with the necessary services such as roads, health centres, schools, among others, to enable them lead meaningful lives.

iv. Planning

Planning meant the process of consultation, project identification and putting in place mechanisms of ensuring that a certain project is put in place.

v. Implementation

Implementation meant a process of putting in place a project that has been planned to serve a certain purpose.

vi. Maintenance

This concept in the study meant keeping something in good working condition so that it continues to perform the way it was meant to do.

viii. Ownership

In this study, ownership meant that the community had confidence that the road belonged to them as community people, not the Government and appreciating the project because the members know that it belongs to them.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

The study reviewed literature on the contribution of community participation to effective road service delivery. The literature review focused on the significance of community participation in project planning, project implementation and maintenance of existing rural road infrastructure. The chapter also undertook a theoretical review to have a logical and comprehensive review of the variables and closed with the summary of the literature reviewed.

2.2 Theoretical review

According to Stoker (1997), public or community participation means taking part in any of the processes of formulation, passage and implementation of public policies. In addition, Midgley et al (1996) assert that cooperation and mutualism are natural human instincts and characteristic of primordial social organization. All human beings right from the creation of humanity are born with the desire to live and work together to achieve a common good.

In Arnstein's (1969) Ladder of Participation Theory, there are different levels of participation, from manipulation or therapy of citizens, through to consultation and what might be viewed as genuine participation. However, critics of this theory argue that the use of the ladder implies that more control is always better than less control although increased control may not always be desired by the community and increased control without the necessary support may result in failure.

Stewart & Taylor (1995), argue that determining which issues the community is allowed to be involved in is central to an understanding of participation and empowerment. That control

of the agenda for discussion is a covert dimension of power, which is highly important but often forgotten in practice, in cases where strategic issues are decided away from the community who are left with only operational issues to determine. They further argue that perhaps the principal weakness of the ladder models is the failure to acknowledge the different spheres of decision making in which their levels of participation can occur.

According to the Participatory Development Theory (Burkey, 1993), there is need for development efforts to be people centred by focusing on “bottom-up” planning, where by ordinary people are involved in the planning and management of their own development initiatives. The participatory development theorists argue that development requires sensitivity to cultural diversity as well as sensitivity to local views and needs. It encourages the active involvement of all people in making decisions about implementation of processes, programs and projects which affect them. Participation is viewed as the exercise of people’s power in thinking, acting and controlling their actions in a collaborative framework (Slocum et al, 1995).

Roodt (2001) & Dodds (1986) further note that a participatory development approach stresses the participation of the majority of the population in the process of development. This approach views development as a process which focuses on the community’s involvement in their own development using the available resources and guiding the future development of their community. It emphasizes concepts such as capacity building, empowerment, sustainability and self-reliance.

Therefore, all the theories reviewed above point to the need to involve the people, who are the intended beneficiaries of projects in their planning, implementation and maintenance for purposes of sustainability, implying that the community have the answers to its own development challenges and if meaningfully engaged, given the right resources and control over them, they can be great champions of their own development.

2.3 Community Participation and its Contribution to Road Service Delivery

Community participation in this study was conceived as the independent variable while Road service delivery is the dependent variable. Community participation was measured in form of the extent to which community members are involved in the planning, implementation, monitoring and maintenance of community projects with specific reference to roads as explained in the conceptual framework.

2.3.1 Community Participation in Planning and Road Service Delivery

Blackman (2005) defines planning as determining the course of action to achieve desired results or objectives while Dawson & Barwell (1993), argue that historically, the pattern of development of modern transport facilities in developing countries was stimulated and conditioned by a number of factors. Foremost among these was the need to facilitate and speed the journey of primary products to markets in Europe and North America.

The above argument implied that Governments had only been interested in developing roads networks to areas where they could benefit economically in terms of mineral resources and other benefits including collecting food and other supplies for facilitating urban centers. This further implied that the communities in the areas where such roads were built only benefited by proxy and therefore, they were not really involved in the planning, implementation, monitoring and evaluation of such projects (Dawson & Barwell, 1993). In addition, because they were commissioned by government for the fulfillment of its own needs since roads are built for specific targeted areas, a large part of rural areas have overtime remained without proper roads resulting into poor access of rural communities to their nearest supply depots, credit, markets and extension services.

Similarly, because of constraints on availability of funds and the priority attached to road improvements, governments always lack the resources to invest significantly in footpath improvements. In such circumstances, Dawson & Barwell (1993) suggest the adoption of self-help approaches which have been implemented in areas like Makete District in Tanzania, where footpath conditions have been upgraded by the self-help efforts of villagers using local materials, supported by technical advice and assistance with the supply of non-local materials from the local government authority.

Another study undertaken by Mekong Economics Limited (2005) points out that local people would like to see their roles in road projects increased since they are the primary road beneficiaries and are the ones that are most committed to the quality and sustainability of these roads. They want to be particularly involved in the design and supervision stages of these roads. The above study findings are in line with the hypotheses that communities are willing to participate in the planning, implementation and maintenance of rural road infrastructure if they are given the right information and a field where they can freely make their contribution whether in kind or in monetary terms.

The district, sub county or Local Governments can base on this to make efforts to partner with communities to undertake cheaper options in order to improve the rural communities' road network through consultation, outlining what each of the parties can do and then making deliberate efforts by each party to meet their end of the bargain for construction of cheaper roads. This can make people easily reach service delivery points without taking so much time doing so. This would perhaps improve on the rural road network at minimal cost (Lebo, 2001).

However, as Lebo & Dieter (2001) argue, the ability to provide basic access is limited by resources because resources are typically scarce, with very limited support from central government or other external sources. Affordability will therefore be determined by a

populations' capacity to maintain their basic access infrastructure over the long term. In cases where motorized basic access is not affordable, improvements to the existing path network and the provision of footbridges may be the only affordable alternative.

Therefore, to maximize the utilization of scarce resources, there is need to encourage community participation by contributing both in kind and if possible, through the contribution of financial services. However, it is not enough to just involve people in the consultation process only; they should know the amount of resources that are to be used to implement a certain project. Basing on this, they should be given the option of selecting what they think they can do so that the limited resources are able to do much more than they would have done if the community was not involved.

Hickey & Mohan (2004), point out that in order to win the confidence of the community, the problems of accountability must be resolved. The agencies working in the community, including Government and Non-Government organizations must ensure transparency in resource availability and allocation if they are to gain the confidence of the people. Based on this, it can be argued that participatory development entails that the planners or leaders from the district to the sub-county level should be able to engage the community right from the time of project identification so that they discuss what each party can do in order for a certain project to succeed. This is where the leaders should enlighten locals that resources are available with their efforts required to identify what is needed to be done, at what cost so that the project is implemented.

In addition, Hickey & Mohan (2004) further argue that by organizing local people and making them aware of their situation, community participation provides a mechanism for the mobilization of the masses and a collective means of redress. Therefore, for participation to be effective, most locals within a particular community including women, youths and

vulnerable groups must be mobilized and empowered to participate in community improvement projects, including road construction and maintenance.

Lebo & Dieter (2001) point out that due to the increasingly decentralized framework for the provision of local services, and in order to build ownership and mobilize local resources, the planning (and monitoring and evaluation) for RTI must be participatory. The starting point for the planning process consists of consultations at the local government and community level. A key tool for the participatory planning process in the sector of road is a local government or community transport plan. Local engineers or consultants in consultation with communities should conduct a low cost inventory and conditions survey of the local transport network, including roads, tracks, paths and footbridges with a focus on existing obstacles and preferably produce a map. Basing on such information, stakeholders can cooperatively decide upon desired improvements in the RTI network, taking into account objectives and available resources.

Similarly, Lebo & Dieter (2001), recognize the importance of involving the beneficiary communities in the process of planning for rural infrastructure. The community, for example a village can hardly mobilize its self and therefore, leaders should be able to mobilize their communities for development. They should recognize the role the people can play in putting in place simple road infrastructure and maintaining it in order to promote accessibility, hence enhancing rural growth and development.

Lastly, the above scholarly writing can be supported by the inferential findings as presented in the fourth chapter where it was found out that community participation in planning and road service delivery were significantly related with one another.

2.3.2 Community Participation in Implementation and Road Service Delivery

Implementation is defined as the process of performing the work defined in the project management plan to achieve project objectives (PMI, 2008). According to Mulindwa (2005), the need for local organizations to act as the vehicles for collective, cooperative, planning and implementation of development activities has been widely promoted as a key process in participatory development. He further argues that participation implies the degree to which a community feels ownership for a project or service since through that ownership, local commitment is obtained, behavior change takes place and motivation is enhanced. Participatory development is aimed at incorporating previously ignored voices and ideas fully into decision making to improve their wellbeing.

Henri et al (1987), further argue that the ultimate users of each rural access infrastructure network are identifiable people with specific needs, beliefs, methods; who are intimately aware of the transport needs of the specific development area. Since the local population will be among the beneficiaries of any development project, even when the project involves an immigration component, they should have some voice in the resource expenditures.

Therefore, at the community level where roads are generally managed by village councils, higher level road agencies may provide technical advice but usually leave the local communities to do most of the work on self-help basis. Individuals at the grassroots can be mobilized into grassroots organizations which can advocate for the interests of the users at all levels of governance. At the national level for example, organisations like farmer organisations, consumers groups and National Chambers of Commerce, among others, could turn themselves into advocacy groups for better roads delivery and maintenance and the local level, village associations, parent-teachers associations, and other community groups could do the same, (Heggie, 1995). However, Hickey & Mohan (2004) advance a reservation to participatory development which is that it privileges the community as the site where

empowerment is assumed to occur. All too often, communities are treated as fixed and unproblematic and idealized in terms of their content. By homogenizing communities and uncritically boosting the local as the site of action, participatory development both draws a veil over repressive structures operating the micro-scale and deflects attention away from wider power relationships that frame the construction of local development problems.

Furthermore, a study undertaken in Vietnam by Mekong Economics Ltd (2005) points out that provincial and district authorities needed to respect local people's needs and be critical about the capacity of local people to be directly involved in the supervision of rural access roads. They argue that local people do not have the technical knowledge and skills although they have a right to complain about inaccuracies in the road construction projects. This would mean that for community members to gainfully contribute to their own development, their leaders needed to undertake a deep understanding of the community including exploring a number of mechanisms through which such locals could be involved in road service delivery either actively or passively but also their sole aim of ensuring that they work together to build and own their road infrastructure.

Chanan (2005) suggests that within a community, members have the right to choose to or otherwise become involved at different levels in an activity project or programme and that the numbers of involved people will decrease as the levels increase thus creating a pyramid. However, all parts of the pyramid must be supported as they depend on one another and such support will allow all people all possible entry points. In addition, the scholar further asserts that it is crucial to support the community sector generically to aid community involvement and that it is important to support engagement processes by maximizing participation at a full range of levels at the same time.

The involvement of user communities at all level of the project enables them to feel part of the project hence creating a sense of belonging and ownership. It is clearly desirable to

encourage the establishment of roads and road transport committees and the participation of road users in such committees, whether on a formal or an informal basis to enhance maintenance and ownership of the road infrastructure.

According to Henri et al (1987), beneficiary participation not only helps to ensure that project activities will meet immediate objectives; it also increases a rural community's capacity to identify and solve its own problems in other areas. Local people usually have an intimate knowledge of the existing local transport system, its constraints and bottlenecks. It is also important to note that it is better for planners to plan to pay for local labour at minimal prices other than soliciting for free labour which might be hard to access and sustain, especially at the time of project implementation.

The above scholarly writings are in line with findings obtained, where it was found out that community participation in project implementation was key to the successful provision of road services. This thus meant that by ensuring timely elicitation of road service information, coupled with allocation of road funds based on prioritization of the road projects, Wakiso district would register better road service delivery.

2.3.3 Community Participation in Maintenance of Rural Road Infrastructure and Road Service Delivery

According to Heggie (1995), the idea of ownership is to empower road users and to encourage them to take an interest in the management of roads, since their enthusiastic support is a precondition for solving the problem of road financing (whether by raising taxes and reforming the budget process or by introducing an explicit road tariff). Road users could be encouraged to pay for roads but, in return, demand for value for money. Road user involvement can thus create surrogate market discipline to encourage the road agency to use resources efficiently and prevent it from abusing its monopoly power.

In Zambia for example, the Federation of Zambian Road Hauliers (Fedhaul) provides financial support for the RMI (Road Maintenance Initiative) and after undertaking an axle-load survey which showed substantial overloading especially by foreign transit vehicles as contributing to the deterioration of roads, they requested that the transport ministry allows the private sector to enforce vehicle weights and dimension regulations. In the first month of their operation, 400 trucks were impounded and that led to the recommendation for the government of Zambia to strengthen existing road transport regulations and raise penalties for offenders. Such initiatives by the road users themselves are likely to lead to better road usage hence improving road management (Zambia Road Maintenance Initiative Report, 2010).

Uganda, as a developing country could duplicate such initiatives since it also faces similar problems. According to the DDP of Wakiso District for the FY 2012/13, one of the biggest problems the district faces in the maintenance of its roads is the continued destruction of roads by trucks ferrying sand and hardcore stones to clients around Kampala. To avert such, the district local government could mobilize the community to collect maintenance fees from such trucks and to use the same to keep their roads in good condition.

The World Bank (2011), also advocates for the devolution of responsibility to the local level but notes that this must take place together with adequate resources, incentives and clear allocation of responsibilities. It further recognizes that local agencies that would be best placed both to plan and to maintain the infrastructure often have neither the resources nor the incentive to take up that responsibility.

Gessellschaft (1992), states that part of the reason for poor road maintenance policies is attributable to the institutional framework within which roads are managed. They are not managed as part of the market economy and this biases managerial incentives. There is no clear price for roads, road expenditures are financed from general tax revenues, and the road agency is not subjected to any rigorous market discipline. Until the institutional framework

for managing roads is improved, it is almost impossible to overcome the numerous technical, organizational and human resource problems that hamper sound road maintenance policies.

Studies undertaken in Vietnam by Mekong Economics Limited (2005) reveal that for the rehabilitation of 2 wheel village roads, local people contribute cash, voluntary and compulsory labour and materials and that in most provinces, very poor people are exempted from cash contributions. Although the same studies point to the burden of community participation where poor people who cannot pay the taxes are expected to contribute compulsory labour for routine maintenance of roads, it also indicates that local people welcome road projects and the manifold benefits rural roads bring especially to women whose lives had improved because they didn't have to carry heavy loads and could deliver their babies from the health clinic instead of home because of the availability of roads.

In Uganda for example, for a long period of time, Roads were built and managed by the Ministry of Works and Transport until 2008 when the Uganda National Roads Authority (UNRA) was created by an Act of Parliament to be in charge of construction and maintenance of national roads. UNRA, as the leading road agency in Uganda receives considerable funding from government; its staff are properly remunerated and facilitated to implement their mandate.

The management of district and community roads was left to the district and sub-county local governments. On the contrary, the local governments are not adequately funded, their staff is poorly remunerated yet they manage the highest number of kilometers of roads which are community roads and which are meant to directly benefit the local population.

According to ACODE (2011), the major challenge to the performance of Wakiso District Council and political leaders mainly arose from internal weaknesses characterized by: poor monitoring of Government Projects; the councilors being nonresident in the electoral areas;

poor record keeping; and internal conflicts. Others included poor remuneration of councilors and high dependence on Central Government funding. Therefore, there is need to build strong institutions at all levels (National, District, Sub-County and village) to manage the road network. There is need to recruit and properly remunerate the technical staff who manage roads at all levels so that they are motivated to do their jobs to the best of their abilities. The provision of logistical support including road equipment, fuels and lubricants, vehicles etc. would go a long way in ensuring proper road construction and maintenance.

Road users could be brought on board to pay for roads through road tolls and if they do this, they will be able to demand for better roads which will put pressure on road agencies to deliver them to the people. However, studies should be undertaken to propose ways through which people can contribute to road construction and maintenance without feeling burdened.

In South Africa for example, overall income for all toll facilities during 1992 amounted to \$ 53.1 million while overall expenditures were \$ 101.4 million thus running costs, audit fees, depreciation and financings costs, (Heggie, 1995). If the communities who are the users of the roads contribute to their maintenance, it would be easier for the Government of Uganda to provide additional top up funding and such an arrangement would ensure that the country has better roads to spur economic growth and development.

Previously, truck drivers who plied rural routes were required to pay road tolls when their vehicles were loaded with goods that were of financial value including sand, animals, agricultural produce etc. Unfortunately, the tax was abused by self-seeking and corrupt individuals whose practices led the Government to scrap it. Such a tax could now be reinstated with the support of the communities but it could be geared towards creating a community fund for the purpose of maintaining rural roads. Such an initiative would go a long way in providing the necessary funding that the rural people could use to undertake spot improvements and minor repairs on their roads, (NRM Manifesto, 2006).

Local people are committed to the quality of roads in their locality and they have indicated that if funds were provided, they are willing to participate in the maintenance of roads. The establishment of a road maintenance fund is therefore an interesting option as it will address two key issues in rural transport, i.e. maintenance problems of rural roads and lack of rural employment opportunities (Mekong Economics Limited, 2005)

However, critics of participatory development as cited by Hickey & Mohan (2004) argue that participation actively depoliticizes development by incorporating marginalized individuals in development projects that they are unable to question (Kothari, 2002); producing grassroots knowledge ignorant of its own partiality (Mosse, 2001); and foreclosing discussion of alternative visions of development (Henkel & Stirrat, 2001). Alongside this portrayal of grassroots agency, participatory development also denies development experts' role in shaping processes of participation. In this way, key aspects of the development process are removed from public scrutiny.

Findings of the study, as revealed through the inferential statistics support the reviewed literature on road maintenance, where it is revealed that a significant positive relationship existed between community participation in maintenance and road service delivery.

2.4 Summary of the Literature Review

The literature reviewed points to the importance of community participation to better roads service delivery especially for rural access roads or 2 wheel roads as referred to in Vietnam. It points to the need to involve the rural recipient communities in the planning, implementation and maintenance of rural road infrastructure for purposes of ownership and sustainability.

The literature reviewed shows some of the best practices that have been used in countries for instance Vietnam to improve rural access roads. More, the act of allocating each family a

particular section of the road to maintain and the sanctions that befalls any family which negates on its duty (being denied the use of the road). This practice also reveals a down side to community participation which is that it burdens the community and therefore leaves a gap for the researcher to find out if the people in the area of study share in that feeling.

Furthermore, the literature reviewed points to capacity gaps that exist among many members of the community as far as planning, implementation and maintenance of community roads is concerned and the need to assess the goals and objectives of those institutions which advocate for community participation. The literature reviewed also points to a concern that not all the people in the rural communities are interested in contributing to road service delivery.

CHAPTER THREE

METHODOLOGY

3.1 Introduction

This chapter presents the methodology that was used in the study. It comprises of the research design, study population, sample size, sampling techniques, data collection methods and instruments, procedure of data collection, data analysis and management, data quality control and measurement of variables.

3.2 Research Design

A research design is regarded as the conceptual structure within which research is conducted (Kothari, 2002). The study used a descriptive case study design. Yin (1981, 1984) described the design of case study as a research strategy which focuses on understanding the dynamics present within single a setting. Yin (1984) further adds that case studies typically combine data collection methods such as archives, interviews, questionnaires, and observations. The evidence may be qualitative or quantitative or both.

In addition, the quantitative approach was used to quantify and analyze the data gathered from the study sample while the qualitative approach was used to collect in-depth data using interviews and focus group discussion.

Mukiibi (2001) points out that although a particular research study may be predominantly of one research design, a mixture of the two designs (triangulation) is ideal.

3.3 Study Population

A population refers to the total number of elements that can be involved in a study, at a particular time. The target population comprised all staff of Wakiso district Local government, totaling over 179 staff (Wakiso District 5 year Plan 2010/11-2014/2015).

However, the study was conducted in 3 Lower Local Governments in Wakiso and these included: Namayumba Sub-County, Kakiri Sub-County and Kakiri Town Council.

Classification of the respondents included the district leadership that comprised of the District Chairperson (1), District Secretary for Works (1) Chief Administrative Officer (1), District Engineer (1), Supervisor of Works (1) and County Road Supervisor(1); the lower local Government leadership comprised Sub-County Chiefs/Town Clerk (3), Sub County Chairperson/Mayor (3), Parish Chiefs and Ward Administrators (13). The local road contractors (08), LC chairpersons (60) and Road user committees (30)

3.4 Determination of the Sample Size

Sample size refers to a maximum number of respondents that is representative of an entire population. In other words, it is the subset of a population. From the above identified accessible population of 179 respondents, a sample size of 123 respondents was determined based on the Krejcie & Morgan Mathematical Table (1970) as cited in Amin, (2005) (see attached, Appendix III)

Table 1: Accessible population, Sample size and Sampling Techniques

Category	Accessible Population	Sample Size	Sampling Techniques
District Top Leadership	06	06	Purposive Sampling
Sub county/Town Council Top Leadership	21	19	Purposive Sampling
Local Road Contractors	10	08	Purposive Sampling
LC I & II Chairpersons	97	60	Simple Random Sampling
Road User Committees	45	30	Simple Random Sampling
TOTAL	179	123	

Source: Wakiso District Five Year Development Plan (2010/11 – 2014/15) and determined based on the Krejcie & Morgan Mathematical Table (1970)

3.4.1 Sampling Techniques and procedure

According to John et al (2006), sampling is used to get information about a population. This is because it is often too expensive, time consuming, practically impossible or simply unnecessary to canvass the whole population. This study used a combination of both simple random and purposive (nonrandom) sampling techniques. Simple random sampling was used because of its simplicity and the ability to allow all respondents an equal chance of being included in a sample. This technique was applied on identification of the LC I & II chairpersons together with Road User Committees to whom the questionnaires were administered. On the other hand, purposive sampling a method was used to select key informants for interviews. These included the district top leadership and sub-county top leadership. The purposive method was considered appropriate because it enabled the researcher to select the exact people who were involved in implementing road construction projects in the area under study.

3.5 Data Collection Methods

The study used four data collection methods namely; interview, questionnaire survey, documentary review and focus group discussion methods to aid in the collection of data. These are further explained below.

3.5.1 Interview Method

Interviews were used to collect data from key informants who included district top leadership, sub county leadership and local road contractors. This enabled the researcher to collect valuable in-depth information on the topic under study through probing for answers.

An interview guide was developed as a tool to guide the researcher during the interviews and contained mainly open ended. The method enabled the respondents to give detailed answers to the questions in the interview guide. According to Babbie (2007), interviews increase the response rate since respondents cannot ignore the interviewer in front of them. Besides, the interviewer gets the opportunity to probe for answers hence reducing on the non response.

3.5.2 Questionnaire Survey Method

The questionnaires consisted mainly closed ended items based on a five point likert scale including SA (5), 4(A), 3(NS), D(2) and SD(1). The method allowed the self- administration of the questionnaires to the respondents. This reason for this choice was that respondents would be allowed enough space and time to complete the questionnaires. The method enabled the obtaining of specific information on each of the research questions.

The questionnaires were delivered to and retrieved from the respondents by the researcher with the help of a research assistant. This helped to increase the response rate and minimised loss of the questionnaires. Furthermore, Amin (2005) points out that this method enables the respondents to give sensitive information without fear.

3.5.3 Focus Group Discussion Method

Focus Group discussion can be defined as a method where by a researcher interacts with a group of people forming a group in a given study. The researcher held Focus group discussions with members of Road User Committees (RUCs) with one meeting held comprising of a group of 10 people in each of the three lower local governments under study. The purpose of the focus group discussions to the researcher was to facilitate the exchange of ideas with members of the road user committees on community participation and road sector service delivery in Wakiso district. In the process, the researcher obtained collective views and various opinions from the selected respondents while observing cases of consensus and or/discontent.

3.5.4 Documentary Review Method

This method involves the researcher or investigator reviewing the existing documentation about a given phenomenon. In this study, documentary review was employed to collect data from secondary sources. Some of the documents reviewed included: Wakiso District Budget performance Report (2012/2013), Wakiso District CBO Report (2012), Wakiso District Council Score-Card Report (2011/2012), Uganda National Budget (2011/2012), Wakiso District Financial Report, (2013/14) and the DDP of Wakiso District for the FY (2012/13).

3.6 Data Collection Instruments

Four main research instruments were used in the study including the interview guide, self-administered questionnaire, focus discussion guide and a documentary review checklist as detailed below;

3.6.1 Interview Checklist

The interview guide was used to collect data from key informants who included district top leadership, sub county leadership and local road contractors. The interviews involved face to face discussions on issues pertaining to community participation and road sector performance in Wakiso DLG. The choice of the method is that it enables the researcher gain rapport with the respondents, in addition to enabling the researcher to probe for in-depth information and obtain clarity on any unclear issues (**See Appendix II**)

3.6.2 Self-administered Questionnaire (SAQ)

The questionnaires were self-administered and had closed ended items which could be easily interpreted by the respondents. Some items contained a list of alternatives from which respondents chose answers of their choice. In addition, the study used a five (5) likert scale ranging from 1 for strongly disagree to 5 for strongly agree to mean that the higher the

number, the greater the influence of community participation to road service delivery. This was useful in the study as it helped in determining the relationship among the variables under investigation (See Appendix I)

3.6.3 Focus Group Discussions Guide

A focus group discussion guide was developed and guided the study through interaction with the respondents from Road User committees. Sekaran (2003) argues that focus group sessions are aimed at obtaining respondents' impressions, interpretations and opinions as the members talk about the concept or service. The moderator plays a vital role in steering the discussions in a manner that would draw out the information sought and keeping the members on track (See Appendix IV)

3.6.4 Documentary Review Checklist

This instrument contained the use of a list of the documents that were reviewed by the researcher to acquire more secondary data required for the study. Some of the documents on the review list included: Wakiso District Budget performance Report (2012/2013), Wakiso District CBO Report (2012), Wakiso District Council Score-Card Report (2011/2012), Uganda National Budget (2011/2012), Wakiso District Financial Report, (2013/14) and the DDP of Wakiso District for the FY (2012/13) (See Appendix V).

3.7 Validity and Reliability

To ensure quality instruments, a validity and reliability checks were conducted as explained below;

3.7.1 Validity of the Instrument

Validity, according to Mugenda & Mugenda (2003) refers to the degree to which results obtained from the analysis of the data actually represent the phenomenon under study. In this particular study, the designed questionnaire was scrutinized by the researcher's supervisors to

evaluate the items in the instrument, in order to ascertain whether they aided in answering the objectives of the study. Content validity index (CVI) was computed to ensure that the measure included an adequate and representative set of items that tap into the contribution of community participation to road service delivery in Uganda.

CVI = items declared valid/total number of items

CVI = 50/62

CVI = **0.833** (83.3%)

The reliability score of 0.8 was above 0.7 as recommended by Amin (2005) and revealed the validity of the instrument used.

3.7.2 Reliability of the Instrument

Reliability is the degree to which an assessment tool produces stable and consistent results (Amin, 2005). The closer Cronbach’s alpha is to 1 (one), the higher the internal consistency reliability. To ensure reliability, the research instruments were pre-tested and data was collected and analyzed. A micro field research exercise was carried out to enable the researcher select the key questions that would enable her obtain the relevant data to the topic under study.

In addition, the reliability measure was established by testing for both consistency and reliability. Consistency indicates how well the items measuring a concept hang together as a set, (Sekaran, 2003). Qualitative responses obtained from the group of 10 respondents and pretested using the Cronbach’s alpha reliability coefficient a feature embedded in SPSS revealed that the items were positively correlated to one another.

Table 2: Reliability results

Variable name	Alpha result	Number of questions
Community participation planning	.529	12
Community participation in implementation	.420	14

Community participation in maintenance	.828	10
Road sector delivery	.785	14
Total	\sum 2.562	50

Source: primary data

With an overall reliability result of (**0.700**) obtained hence \sum (alpha)/number of variables (n) where \sum (alpha)=**2.562** and n=4 , it can be said that the instrument was reliable as supported by Sekeran (2003) who contends that the reliability score equal to or greater than 0.7 reveals that the instrument is reliable.

3.8 Procedure of Data Collection

After defending the proposal and making final corrections, the researcher obtained an introductory letter from the School of Management Science at Uganda Management Institute, to introduce her to the study area. The researcher then sought permission from the Office of Chief Administrative Officer to conduct the study. Once permission was granted, the researcher recruited and trained three research assistants whose role was entirely administering the questionnaires, while the key informant interviews and focus group discussions were personally conducted by the researcher. The data collection exercise took two months.

3.9 Data Management and Analysis

Data was managed and analysed both quantitative and qualitatively as detailed below;

3.9.1 Quantitative Data Analysis

According to Sekaran (2003), there are three objectives of data analysis which include; getting a feel for the data, testing the goodness of the data and testing the hypotheses developed for the research. SPSS (Statistical Package for Social Sciences) was used to enter and analyze the numerical data collected from the questionnaires. After data collection, the

researcher organized the data by counting the responses from the questionnaires, coding and tabulating them, after which the results were presented in groups according to the three research questions.

Data was summarized descriptively in terms of frequencies, means, standard deviation and percentages. In addition, this data was presented in tabular and graphical formats for discussion and interpretation. Inferentially, data was presented using the Pearson correlation (for relationship) and linear regression - specifically model summary to determine effect and variation in the dependent variable.

3.9.2 Qualitative Data Analysis

For qualitative data analysis, content analysis technique was applied. This exercise involved analysis and arrangement of the content based on themes or narrative statements and this qualitative data was used to supplement on the quantitative information (Amin, 2005).

3.10 Measurement of Variables

The study variables were categorised into the core independent variable and dependent variables. In this case, community participation formed the independent variable while road service delivery represented the dependent. The variable measurement was based on a five point likert scale of: 5 = strongly agree (SA); 4 = agree (A); 3 = Undecided (UD); 2 = disagree (D); 1 = strongly disagree (SD) and measured based on the ordinal measure since the items were ranked or numerical data. On the other hand, nominal measurement was used on background variables, such as age, gender and experience, among others.

CHAPTER FOUR

PRESENTATION, ANALYSIS AND INTERPRETATION OF FINDINGS

4.1 Introduction

Chapter four comprises of the presentation, analysis and interpretation of the research findings based on the specific objectives of the study. The chapter is organized starting with the introduction, response rate and the demographic characteristics of the respondents, followed by the empirical findings which are presented starting with the descriptive statistics, followed by the inferential statistics.

4.2 Response Rate

A total of 60 questionnaires were administered and out of these, 48 were returned fully completed and returned, constituting a response of (80%). FGDs were organized and conducted with 30 respondents targeted. Of these, only 14 actually participated in the discussions held, hence (46.6%). On the other side, out of 33 interview sessions scheduled, only 26 were actually conducted, constituting 78.7%, as indicated Table 3 below.

Table 3: Showing the response rate (both Interviews held and Questionnaires administered)

Instrument/Tool Used	Planned Held/Administered	Actual held/ Administered	Percentage
Interviews held	33	26	78.7%
SAQs	60	48	80.0%
FGD	30	14	46.6%
Total	123	88	

Source: Primary data

Table 3 above comprises of the instruments that were used, the planned and the actual results realized. Thus an overall response rate of 72.0% ($88/123*100\%$) was obtained. This is in line

with Amin (2005), who urges that a response equal to 50% is acceptable and representative of a survey population, however, that above 70% is excellent.

4.3 Demographic Characteristics of the Respondents

The demographic characteristics of the respondents in this study included their gender, age distribution, marital status and the education level as detailed below.

4.3.1 Gender distribution of the Respondents

Respondents in this study were either male or female as indicated in the illustration below. The results are representative of the questionnaires that were obtained from the field of study.

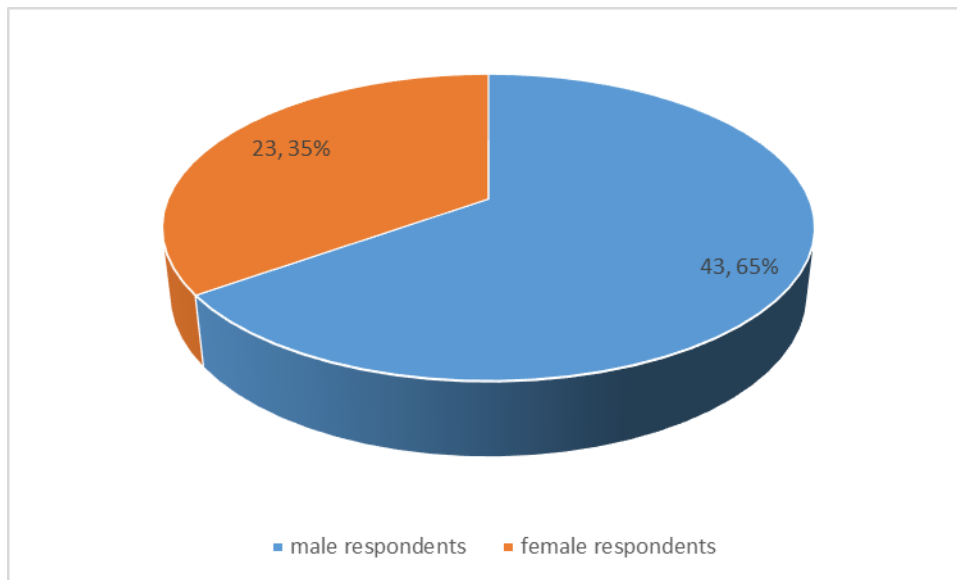


Figure 4.1: Showing the Gender distribution of the respondents

As revealed in the illustration above, respondents were either male or female. The findings obtained reveal that the male respondents 43(65%) formed a majority as compared to their female counterparts who were 23(35%). It can be concluded that there was a fairly good representation of gender as both respondents engaged in the study.

Furthermore, it can be argued that roads are a concern of both genders and therefore, to achieve improved road service delivery, both sexes have to be involved in the planning, implementation and maintenance of roads within their communities. Through the execution

of different duties both sexes contribute to road service delivery and ensure that their communities have goods roads for better access to markets, schools and health units among others.

4.3.2 Age Distribution of the Respondents

Respondents in this study were of varying age ranges of which the following are the results that were obtained, see Table 4 below.

Table 4: Showing the Age distribution of the respondents

Age range	Frequency (n)	Percentage (%)
18 – 25 years	8	9.0%
26 – 35 years	27	31.0%
36 – 45 years	40	45.0%
Above 46 years	13	15.0%
Total	88	100%

Source: Primary data

Findings as presented in Table 4 above reveal that 8(9.0%) respondents fell between 18-25 years of age, 27(31.0%) constituted the respondents between 26 – 35 years of age, while majority 40(45.0%) were between 36 – 45 years and those above 46 years of age were 13(15.0%).The findings can be linked to the fact that most of the respondents were of mature age and fully understood the value of having good roads constructed within their localities. Secondly, given the nature of the work in the road sectors, it attracts the youth, middle aged and those in advanced age. The youths are mostly involved in manual works for instance digging road tunnels, road side trenches and driving vehicles ferrying marram among others.

4.3.3 Respondents by Marital Status

Marital status can be a person's state of being single, married, separated, divorced, or widowed. The figure below represents the results obtained about respondents' marital status in this study.

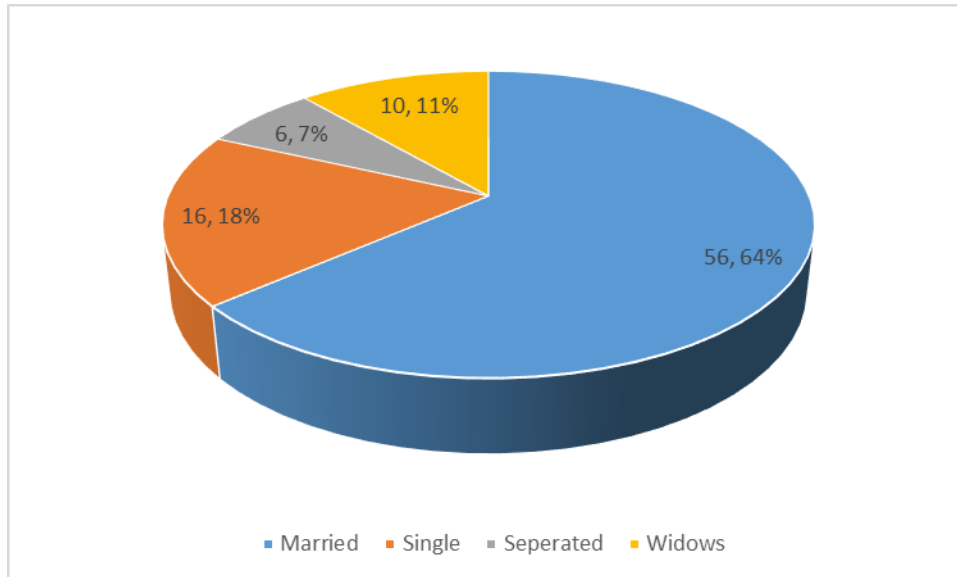


Figure 4.2: Marital status of the respondents

Figure 4.2 above shows the marital status distribution of the respondents. The results obtained indicate that 56(64.0%) were married forming the majority, while the singles were 16(18.0%), the separated were 6(7%) and 10(11.0%) were widows. The data obtained indicates that all people, no matter the marital status, were concerned about road service delivery in their communities. This is because good roads allow them easy access to other service points including schools, health units and Markets, among others.

4.3.4 Education Status of the Respondents

The study also looked at the academic qualifications of respondents to validate the kind of data collected and the results are presented in the table below.

Table 5: Showing the Education Level of the respondents

Education level of the respondents	Frequency (n)	Percentage (%)
Degree Holders	15	17.0%
Diploma Holders	08	09.0%
O Level	38	43.0%
Primary Seven	27	31.0%
Total	88	100%

Source: Primary data

As per Table 5, results obtained reveal that that 15(17.0%) respondents had degree qualifications, 08(29.0%) were diploma holders, 38(43.0%) completed O Level and 27(31.0%) of the respondents had completed primary seven meaning that respondents who participated in the study were literate and could read and write. It can be argued further that, it was to the researcher's advantage as most of the questions administered were easily understood and answered.

Secondly, it can be concluded that most of the respondents in the study were capable of participating in the planning, implementation and maintenance of community roads, thus contributing to ensuring that there was better road service delivery in the areas under study.

4.4 Empirical Findings

In this section descriptive and inferential results are presented, based on the specific objectives of the study namely; analyzing the contribution of community participation in project planning to road service delivery, establishing the contribution of community participation to the implementation of road construction projects and establishing the contribution of community participation to the maintenance of rural access roads in Wakiso District Local Government. In addition, it is at this point that the research questions and hypothesis statement are answered.

4.4.1 Road Service Delivery

Road service delivery formed the dependent variable. The variable was measured in terms of availability of local resources, quality road works, sustainability of the project and community ownership from which the questions in Table 6 below were set.

Table 6: Descriptive statistics for Road Service Delivery (Dependent variable)

Questions on Road Service Delivery	A	N	D	Mean	Std dev
Local resources are required for road service delivery in the district	(49) 74%	(2) 3%	(17) 23%	3.70	1.022
The local resources are readily available for use when needed in the district	(19) 29%	(2) 3%	(45) 68%	2.70	1.63
The resources are sufficient to cater for the most roads in the district	(33) 51%	(1) 1%	(32) 48%	2.86	1.311
There are standards followed while constructing the roads in the district	(31) 47%	(6) 9%	(29) 44%	3.12	1.130
Supervision is done to ensure that the standards are followed while constructing the roads	(29) 46%	(2) 3%	(35) 53%	2.92	1.219
The roads are of required quality	(33) 50%	(6) 9%	(27) 41%	3.23	1.213
The roads are likely to service the local community for a longer period of time	(32) 48%	(8) 12%	(26) 40%	3.24	1.216

Source: primary data

Scale: Mean > 3.00: agree, mean <3.00: Disagree. Standard deviation <1.00: Commonality while >1.00: differences

For purposes of easy interpretation, both disagree and strongly disagree responses were merged to reflect the respondents who disagreed while strongly agree and agreed represent agreed. The neutral responses were not grouped.

Key findings as presented in Table 6 reveal that 74% score and a mean score of 3.7 show that majority of the respondents agreed that local resources were required to ensure better road service delivery in the district, however 23% disagreed to the statement and 3% were not sure of this progress. The results meant that Wakiso district needs resources including donations, local revenue and CGGs to boost its road construction operations. Secondly, it can also be

noted that the district is mandated to identify, collect and spend its local revenue sources obtained from sources including business park taxes, licenses, market dues, local service tax among others to ensure that it boosts its revenue and aid local road construction and boost social or public service delivery. To supplement on the numeric findings was an extract on local resources where one sub county official observed;

“All LGs including Wakiso LG have the mandate to plan, mobilize, collect and spend their local revenue based on their budgets. The planning, mobilizing and collection of local revenue is a sign of how much the district has and therefore can spend respectively”

On whether the local resources were readily available for use when needed in the district yielded n=45, 68% disagreed scores, while n=19, 29% of the respondents agreed and n=2, 3% neither agreed nor disagreed respectively, meaning that the district remains financially stretched whereby less resources or funds are readily available for use. To support the findings was a Town Council official who commented that;

“In its efforts, Wakiso district has every year planned for better revenue bases on its local sources including CCG and local revenue however, these have come been less to boast a number of district development activities which gives us a development setback”

Many of the respondents who participated in the study indicated that the resources were insufficient to cater for the many roads in the district, with a mean score of 2.86, standard deviation score of 1.311. However, 41% agreed to the statement that these were sufficient and only 1% neither agreed nor disagreed respectively. The results reveal that the district has no choice but to operate on an over stretched budget to boost its road construction projects. In addition, it can also be argued that the district has numerous priority activities to which it

allocates its funds; this tends to affect its plans to boost its local road network to acceptable standards.

Majority of the respondents' (47%) agreed to the statement that there are standards followed while constructing the roads in the district, meaning that road construction requirements were made. The district technical officials led by the Planning and Engineering departments came up with key required standards and those requirements were made public for transparent bidding. However, 9% of the respondents were not sure; however, as indicated by 44% of the respondents, most of the specifications seemed not to have been followed hence a discrepancy in implementation hence negatively affecting road service delivery within the district. One contractor said;

“In the event that a road has been planned to be constructed, the district has got to ensure that all the bidding companies are prequalified and meet all necessary requirements needed to construct the road. This is importance in ensuring or meeting required standards”

In addition, a mean score of 2.92 and 53% response reveal that many of the respondents indicated that supervision was done in a manner that ensured adherence to the set standards of road construction, meaning that a number of routine road site visits and meetings were scheduled and organized. The teams included personnel from the district procurement department, engineering department and contractors whose role was to check on the progress of the road projects as this was intended to ensure that road works were done according to plan. This was supported by a responding official, who stressed that;

“The district allows dispatches a team of staff who include Engineers, planners and procurement members to the respective road sites. The follow up

with on road related matters is intended to obtain information and equally report to its management’

Lastly, a question was asked on whether the roads in Wakiso were of required quality where 50% representing majority agreed, 41% disagreed and 9% neither agreed nor disagreed respectively. In addition, 48% of the respondents agreed to the fact that the roads were unlikely to service the local community for a longer period of time. However, 40% disagreed and 12% reserved their responses. These two revelations can be linked to the fact that despite efforts to make quality roads, many of the roads that had been constructed were in a bad state, an issue that was attributed to fewer drainage or trenching systems, encroaching bushes, which caused many roads to develop cracks and pot holes in a short run. This means that some roads were not constructed properly as per specifications or the community members had not taken good care of them. To complement on the findings was a statement made by a district official on the quality of roads in the district that;

“The fact is that a number of contractors have been found to do shoddy work. This shoddy work has negatively affected the quality and life span of the road. In addition, the shoddy work has resulted into loss of public funds”

4.4.2 Community Participation in Project Planning and Road Service Delivery

Project planning is a discipline for stating how to complete a project within a certain timeframe, usually with defined stages, and with designated resources. One view of project planning divides the activity into setting objectives, identifying deliverables, planning the schedule and making supporting plans. While setting questions on project planning, key sub indicators were considered and these included project identification, project area coverage as

well as the project budget, with the following responses obtained from the field data collected.

Table 7: Descriptive statistics results on **Community Participation in Project Planning**

Questions on Project Planning	A	N	D	Mean	Std dev
There exists a good road network in Wakiso District LG that provides access to the locals	(43) 65%	(4) 6%	(19) 29%	3.14	1.201
The GoU has developed Wakiso LG a good road network to enable the community have free access to social services	(43) 65%	(4) 6%	(19) 29%	3.39	1.391
There is a development plan for road construction in Wakiso DLG	(56) 85%	(4) 6%	(6) 9%	3.61	.959
Government of Uganda allocates sufficient funds Wakiso district development fund to support its road construction	(24) 36%	(12) 18%	(30) 46%	2.70	1.298
The released funds are well spent in line with the drawn budget	(41) 62%	(0) 0%	(25) 38%	3.24	1.151
Information is elicited from locals before any decisions are undertaken	(43) 65%	(4) 6%	(19) 29%	3.61	1.299
The community is involved in identifying other resource alternatives to maintaining rural roads that will not benefit from the available resources	(44) 67%	(8) 12%	(14) 21%	3.59	.976
Most of local people views who speak in the meetings are listened to and recorded	(37) 67%	(2) 3%	(37) 30%	3.03	1.109

Source: primary data

Scale: Mean > 3.00: agree, mean <3.00: Disagree. Standard deviation <1.00: Commonality while >1.00: differences

For purposes of easy interpretation, both disagree and strongly disagree responses are merged to reflect the respondent who disagreed while strongly agree and agreed represent agreed.

The neutral responses are not grouped.

Results in table 7 above show a mean score of 3.14, where the majority (53%) respondents agreed to the statement that a good road network existed in Wakiso District LG that provided access to the locals. However, (41%) disagreed to the statement and 6% were neutral. In

addition, 65% of the respondents with a standard deviation score of 1.299 indicate that a majority respondents agreed to the fact that GoU had developed the LG road network to enable the community have free access to social services; 29% disagreed and 6% were not sure. The results can reveal that respondents appreciated that a good road network links one to health centres, education centres, and nearby markets, an indication that they value public service delivery. The results reveal that most of the respondents use roads and are aware of the need for continuous improvement/construction of the road network in their community to ensure that they, as community members continue benefiting from them.

In an interview with one district official, it was noted thus;

“In our Local Government, road construction works are among the district priorities every financial year and as such, resources are allocated to facilitate maintenance of existing roads, construction of new roads, digging and de-silting road trenches to avoid instances where surface water stays on the road especially during the rainy season”.

This showed that at the district level, road service delivery is taken as a priority item when it comes to planning for the annual activities to be done in the district. This was further supplemented by the revelation from the document review, where it was found out that Wakiso District had ensured that its locals had the best road service every financial year but this has been hindered by the continuously reduced or insufficient funds that the central government extends to its coffers, (Wakiso District Financial Report, 2013/14).

On whether there was a development plan for road construction in Wakiso DLG, majority of the respondents, 85% agreed with fewer 6% not being sure and 9% disagreeing respectively. The statistics can reveal that there exists an inventory of all the roads in the district including their status and coverage in terms of number of kilometers of each road. Indeed, during

documentary review, the researcher was able to come across the inventory of all roads in Wakiso District and this was a pointer to the findings that the district leadership knew the roads that needed attention but were limited by inadequate funds from the central Government. In a related interview, one key informant at the district headquarters said,

“All LGs are required to have 5 year development plans containing all projects to be implemented within the five years including roads and the plans are reviewed every year in consultation with the local communities”

In another document reviewed, it was noted that some community roads were in a poor state mainly characterized by potholes, lack of culverts with poor drainage and were also narrow, making them impassable during the rainy seasons. A case in point was Kakiri Sub-County, where many roads were rendered impassable during the rainy season. The inability to properly maintain the road network of the district was attributed to inadequate funding to the sector (Wakiso District Government Final Accounts, FY 2011/2012)

On whether Government of Uganda allocates sufficient funds for the district development fund to support road construction, 96% of the respondents agreed, 0% disagreed and 4% neither agreed nor disagreed, meaning that despite the efforts by the Government to avail resources to the district to implement the better delivery of services for instance road construction, the resources or funds were insufficient to cater for the increased demand for better roads and other services within Wakiso District. However, the researcher found out that the little that was released to the districts was equally used to support a few construction projects meaning that the bulk of the projects identified by the people were not implemented because of scarce resources. This was confirmed by one key informant, who said;

“The GoU allocates insufficient funds for development to the district but the district leadership through consultations with local people and leaders, Monitoring and Evaluation of projects ensures that all allocated resources to the district are adequately utilized”.

Further, one key informant at the district headquarters said;

“With the decentralization policy, Local Governments are better placed than the Central Government to identify and respond to the needs of local communities and this is done through community meetings to discuss with the community members the issues they consider to be the needs that Government can solve for them”.

In addition, a fraction of 62% respondents agreed that released funds by the Government were well spent in line with the drawn budget and 38% disagreed, meaning that the little resources availed by government towards road construction in the district were well utilized, though the demand for the road services far exceeded the amount of resources available. The bulk of the projects identified by the people as not being implemented could be attributed to the limited resources available.

Further, majority respondents (65%) agreed to the fact that information was elicited from the locals before any decisions on roads were undertaken, 6% neither agreed nor disagreed and 29% of these respondents disagreed. This means that there was general consensus from the respondents that thorough analysis of the status of existing roads was done during community meetings to find out and select the roads that needed the most urgent attention. It was also revealed that most respondents held the view that the consensus generated helped in supporting decision making on which roads to construct, improve and maintain in a Financial Year. In addition, they may have indicated that project identification is aimed at objectively

and rationally uncovering the strengths and weaknesses of the proposed local road venture, opportunities and threats present in the environment, the resources required to carry it through, and ultimately the prospects for success.

During one of the FGDs held at Namayumba Sub County Headquarters, one respondent said,

“We are usually called upon to attend planning meetings and it is during such meetings that the roads in poor state are identified, ranked and then the road in worst condition is identified for further forwarding to the Sub-County Council for implementation”

The above information was confirmed by a key informant at Namayumba Sub County who said that,

“The projects selected by the village council are forwarded to the Parish council for further screening. What comes out of the parish council is sent here to the Sub-County and the Council selects the projects it can implement within its budget. The big projects are forwarded to the District Council for further management”

This indicates that locals were involved in the planning for the roads that needed to be improved and as such, they selected the roads that needed urgent attention and when such projects were implemented, it meant that the community had positively contributed to road service delivery by identifying the most crucial roads that needed urgent attention

Another question was on whether the community was involved in identifying other alternatives to maintaining rural roads that had not benefited from the available resources had a mean score of 3.59, a 67% agreement score, 21% disagreement score and 12% not sure score meaning that a number of social gatherings with relevant local authorities including

district officials, road constructors, police and LC 1 were organized and the local community sensitized about how best to reserve the roads while stressing how important these roads are. This helped the local community understand the best ways to ensure access to social community through good road networks. To support the findings was a qualitative statement made on having and identifying other alternatives to maintain rural roads that;

“As a community, we always work towards censoring community policing and specifically the local road system. We ensure that these roads are not abused. This is crucial in ensuring their good conditions”

Lastly, 67% of the respondents agreed that their views were listened and recorded during meetings, 30% of these responses indicated disagreement and 3% neither agreed nor disagreed respectively. The results meant that local communities' views on road affected areas in Wakiso district were solely gathered and recorded using interviews and recorders for further review. This was intended to aid engineers, planners and road constructors close any road construction gaps that would arise as a result of insufficient road information thus a gesture for ensuring quality road construction services as well as improved service delivery. To compliment on the findings was a responding interviewee who stressed that;

“Participative decision making between the district authorities and the local community is always appreciated. Once such road projects have been sanctioned, it is better that the local community views are put under consideration”

4.4.2.1 Bivariate Correlation Results for Community Participation in Project Planning and Road Sector Delivery

Inferentially, the researcher used the Pearson Correlation Product Moment technique to aid in the establishing of the relationship between community participation in planning and Road Service delivery with the following representing results obtained.

Table 8: Bivariate correlation results for Project Planning and Road Service delivery

		Project Planning	Road service delivery
Project Planning	Pearson Correlation	1	.586**
	Sig. (2-tailed)		.000
	N	48	48
Road service delivery	Pearson Correlation	.586**	1
	Sig. (2-tailed)	.000	
	N	48	48

** . Correlation is significant at the 0.05 level (2-tailed).

Source: primary data

Table 8 above shows results that were obtained with R as .586**, Significance or sig 2-tailed as .000 and N as 48. Based on the correlation results obtained, it can be noted that a positive relationship existed between community participation in project planning and road service delivery, meaning that if the district ensures proper elicitation of road service information, properly allocates road funds resources and prioritizes road projects priority, road service delivery would be enhanced.

4.4.2.2 Linear Regression results for Community Participation in Planning and Road Service Delivery

In order to ascertain the variance between community participation in planning and Road Service Delivery, the researcher used the linear regression technique with the results that emerged presented in the Table 9 below.

Table 9: Regression results for Community Participation in Project Planning

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.586 ^a	.344	.333	.53343

a. predictors: (constant), Community Participation in Project Planning

Source: primary data

Table 9 above shows linear regression results obtained thus R value as .586**, R² as .344 adjusted R² as .333 and standard error of estimate as .53343. Based on the results, it is suggested that 33.3% (.333 x100%) explained the extent of variance that community participation in planning had on the Road Service Delivery while the remaining percentage score of 66.7%) can be attributed to facts not part of the study.

4.4.2.3 Hypothesis Statement One

Thus there is agreement between the study findings and hypothesis statement one that, “*There is a significant relationship between community participation in project planning and Road Service delivery in Wakiso District Local Government*”. Therefore, the earlier set hypothesis was validated and substantiated.

4.4.3 Community Participation in Project Implementation and Road Service Delivery

Project implementation is defined as a specified set of activities designed to put into practice an activity or program of known dimensions. In this study, project implementation was measured based on four core indicators including; mobilization and sensitization, recruitment

of casual workers, monitoring-reporting and evaluation. Table 10 shows responses per questionnaire item on project implementation;

Table 10: Responses on Project Implementation

Questions on Project Implementation	Percentage responses (%)			Mean	Std. dev
	A	N	D		
Local mobilization is a crucial aspect need for the realization of better road service	(35) 53%	(0) 0%	(31) 47%	3.30	1.289
WDLG undertakes the task of mobilizing the local community before any project implementation	(47) 71%	(4) 6%	(15) 23%	3.79	1.196
Local community sensitization is very crucial for the successful project kick off	(29) 44%	(1) 1%	(36) 56%	2.74	1.219
There are sensitization programs in place to cater for the local community awareness	(40) 61%	(6) 9%	(20) 30%	3.35	1.295
The locals are given casual jobs by the contractors	(33) 48%	(17) 26%	(17) 26%	3.24	1.096
There is a team of district personnel in charge of monitoring.	(42) 79%	(8) 12%	(6) 9%	3.05	1.408

Source: primary data

Scale: Mean > 3.00: agree, mean <3.00: Disagree. Standard deviation <1.00: Commonality while >1.00: differences

For purposes of easy interpretation, both disagree and strongly disagree responses are merged to reflect the respondent who disagreed while strongly agree and agreed represent agreed. The neutral responses are not grouped.

Mobilization and sensitization, which are regarded as project implementation indicators had a collection of items posed to the respondents with the following answers obtained. Question one under mobilization and sensitization was on whether local mobilization was a crucial aspect that was needed for the realization of better road service. The following scores were obtained namely; n=35 (53%) agreement, mean score of (3.90) compared with n=31 (47%) disagreement. Similarly, question two was on whether Wakiso DLG undertook the task of

mobilizing the local community before any project was implemented. The question yielded a mean score of (3.79), n=47(71%) agreed, n=15 (23%) disagreed and n=4 (6%) neither agreed nor disagreed. Based on this statistic, it can be argued that, from the start when the road contracts had been signed between key parties, local authorities and contractors provided detailed work plans which described key activities, timeframe and responsibility. Thereafter, local mobilization including mobilizing unskilled labour during the road rehabilitation works was scheduled and done. This is crucial for the realization of better roads. During an interview, one key informant said;

“In most cases, when a contract is awarded to a certain company, the local authorities invite the people and introduce the leader of the company to them and in addition, in the presence of the contractor, the leaders sensitize the community members on what they should expect from the contractor and what the obligation of the community would be during the implementation of the project.”

However, the key informant added that; *“Unfortunately, many times when people are mobilized for such meetings, most of them don’t turn up hence their representation and contribution becomes limited.”*

A review of selected service delivery indicators for Wakiso District shows that despite advances made in various areas, the level of service provision remains below target levels, (Wakiso District Council Score-Card Report, 2011/2012)

In addition, n=36 (56%) respondents disagreed that the local community sensitization was very crucial for the successful project kick off, with n=29 (44%) agreeing and n=1 (1%) being unsure. Similarly, n=40 (61%) respondents positively indicated that there were sensitization programs in place to cater for the local community awareness as compared with

n=20 (30%) who disagreed and n=6 (9%) that were neutral meaning that road construction awareness programs were put in place to ensure that the locals were sensitized on the benefits of having better roads in their parameters. Furthermore, these awareness programs included, village meetings and workshops were necessary, all geared towards participative delivery of road services to the local population. Qualitatively, one Sub County official observed,

“Sensitization programs are done in collaboration with numerous stakeholders including district officials, Sub County or Town Council technical and political leaders and local council leaders to get the community to participate in any project being implemented within their locality”

In one of the FDGs held, members stressed that very few road awareness programs were extended to them and that they were deprived of valuable information about the several developments taking place within their district and that in the end they blame their leaders.

Another question was on whether locals were given casual jobs by road contractors. Results obtained include n =33 (48%) who agreed, n=17 (26%) neither agreed nor disagreed and n=17(26%) disagreed respectively. The results meant that varying road job descriptions explaining requirements including what a job holder does, how the work is performed, where and when it is performed and the performance standards to be met were availed as criteria to meet the job requirement and hence given a job. Jobs ranging from road masons, cooks, storage and security jobs among others are given to the locals. One responding sub county official observed that,

“The first beneficiaries of these road projects are always the locals where the road is being constructed. This is because they are recruited to provide unskilled labour, houses for rent, food items and sell marram,

among others and this helps to boost the household incomes for those who are fortunate to be employed by the project.”

On whether there was a team of district personnel in charge of monitoring, results indicated a mean score of (3.05), n=42 (79%) respondents agreeing, while n=6 (9%) disagreed and n=8 (12%) respondents were not sure. The results meant that a district team responsible for this role including a district engineer, among others, was responsible for making timely road inspections, providing technical advice and preparing formal reports to the Council among others, which helped to aid decision making. To support this, one district official said;

“The presence of our technical team has fastened the smooth construction of feeder roads within Wakiso. I think the district has got some of best the best road network as compared to other LGs in Uganda”

While another interviewee said, *“Wakiso district is shining as far the local road network is concerned. The leadership here has worked harder towards achieving this goal”*

4.4.3.1 Bivariate correlation results for Community Participation in Project

Implementation and Road Sector Delivery

Inferentially, the study used the Pearson correlation product moment technique to aid in the establishment of the relationship between community participation in project implementation and road service delivery with the results presented in Table 11 below.

Table 11: Correlation results for Community Participation in Implementation and Road Service Delivery.

	Implementation	Road service delivery
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Implementation	Pearson Correlation	1	.604**
	Sig. (2-tailed)		.000
	N	48	48
Road service delivery	Pearson Correlation	.604**	1
	Sig. (2-tailed)	.000	
	N	48	48

** . Correlation is significant at the 0.05 level (2-tailed).

Source: primary data

The above correlation Table 11 comprises of variables namely community participation in implementation and road service delivery. The correlation results obtained reveal R as .604**, significance (sig., 2-tailed) hence $p < 0.05$, .000 and $N=48$. The R value of .604** revealed a positive relationship between the community participation in the implementation of road construction projects and road service delivery. The results meant that increased community awareness through meetings, workshops and social gatherings would result into provision of better public services especially in the roads Sector.

4.4.3.2 Linear Regression Results for Community participation in Implementation and Road Service Delivery

In order to ascertain the variance between community participation in the implementation of road projects and road service delivery, the researcher used the linear regression technique with the emerging results presented in the Table 12 below.

Table 12: Linear regression results for Community participation in Implementation

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.604 ^a	.365	.355	.52459

a. predictors: (constant), Community Participation in Implementation

Source: primary data

Table 12 above shows linear regression results. It comprises of the R or Pearson as .604**, R^2 as .365, adjusted R^2 as .355 and standard errors or estimate as .52459. The adjusted R^2 value of .355 translated into 35.5% explained the extent of variance that community participation in implementation of road construction projects had on the road sector delivery. The remaining score of 64.5% suggests other variables or factors responsible for the study as well.

4.4.3.3 Hypothesis statement two

From the analysis of results, hypothesis Two which stated that, “*There is a significant relationship between community participation and roads service delivery in Wakiso District Local Government*” was upheld.

4.4.4 Community Participation in Maintenance and Road Service Delivery

Objective Three of the study was to establish the contribution of Community Participation in Maintenance on Road Service Delivery in Wakiso District Local Government. Community participation in maintenance was classified into four components including; mobilization of local labor, proper usage of existing roads, sensitization and mobilization of RUCs with the following responses obtained from the field of study.

Table 13: Responses on Community Participation in Maintenance and Road Service Delivery

Questions on Community participation in Maintenance	A	N	D	Mean	Std. dev
The contractors value Corporate Social Responsibility with due respect	(27) 41%	(4) 6%	(35) 53%	2.83	1.272
Local leaders mobilize people to undertake routine maintenance works on existing roads	(23) 35%	(0) 0%	(43) 65%	2.67	1.207
Locals contribute both in kind and with money	(42)	(0)	(24)	3.42	1.216

to improve existing roads	64%	0%	36%		
Community leaders sensitize and agree with locals on how best roads can be utilized and maintained in good condition	(20) 30%	(10) 15%	(36) 55%	2.83	1.117
There are road users committees which deal with all issues concerning the status of roads	(38) 58%	(2) 3%	(26) 39%	3.36	1.260
The locals know that roads are there and do everything possible to ensure that the roads are always in good condition	(28) 42%	(0) 0%	(38) 58%	2.80	1.327

Source: primary data

Scale: Mean > 3.00: agree, mean <3.00: Disagree. Standard deviation <1.00: Commonality while >1.00: differences

For purposes of easy interpretation, both disagree and strongly disagree responses are merged to reflect the respondent who disagreed while strongly agree and agreed represent agreed. The neutral responses are not grouped.

Table 13 revealed that majority respondents (53%) disagreed to the fact that the contractors valued corporate social responsibility. The findings were further supported by a mean score of (2.83) while (6%) neither agreed nor disagreed and (41%) agreed respectively. The results suggest that fewer road contractors promoted positive social and environmental change to the district, for instance fewer trees were planted, there was no frequent clearing of road side drainage system or tunnels, among others.

This only negatively affected road sector service delivery. In support of the above was a statement made by an interviewee that, *“The contractors tend to concentrate on the road works, rarely do they engage in more community social and environmental activities”*

Similarly, n=43 (65%) respondents disagreed that their local leaders mobilized locals to undertake routine maintenance works on existing roads and n=23 (35%) disagreed, meaning that much as councils including Wakiso district were mandated to vest more powers and

responsibilities to enact bye-laws necessary for the effective governance of the areas within their jurisdiction, mobilization of locals to undertake routine maintenance works was insufficient, hence affecting the planned better road service delivery. To support the above findings, was an interviewee, who observed that;

“Local Governments are the administrative offices closest to the people and many services are delivered to the people by the local leaders through the respective lower local governments but most times bridging the locals with our offices (mobilizing them) has become a stumbling block towards better road maintenance”

Contrary to the above was another interview who lamented that:

“The Government of Uganda has prioritized the improvement of both national and district roads to spur economic growth and development across the country. As a result, a sizeable amount of national resources are allocated to the sector every year and some of this money is sent to the districts to improve on their road network. Wakiso District endeavors to utilize these resources to address the most urgent needs of its people”.

Linked to one of the documents reviewed, it clearly identifies a number of sources of revenue to support infrastructure development, however, some of these sources are not reliable where realization of a better road infrastructure might seem a challenge as locals are not invited (Wakiso District Budget performance Report, 2012/2013).

In addition, n=36 (55%) respondents disagreed that the locals were knowledgeable on how best to use the existing roads in a more friendly manner as compared to n= 20(30%) who agreed and n=10 (15%) who were neutral. From these findings, it can be argued that Wakiso district management liaised with its road contractors and the local council leaders through

holding village meetings and these were intended to enlighten and sensitize the locals on the best way to sustain the newly constructed local roads in good condition for their own immediate and future use.

Similarly, results including a mean score of (3.36), coupled with n=38 (58%) revealed that respondents agreed to the fact that locals contribute positively towards the improved existing road network, with n= 2(3%) neither agreeing nor disagreeing and n=26 (39%) that disagreed. This meant that road committee members took the lead in ensuring that the local road network was being maintained, which included slashing the bushes alongside the roads, cleaning the drainage system, among others.

In addition, scores including n=38 (58%) revealed that majority of the respondents disagreed to the fact that locals valued roads and always ensured their good condition, n=28 (42%) agreed meaning that some locals engaged in destructive acts including theft of sign posts, populating the drainages with solid waste (plastic bottles and polythene bags among others) which affected the maintenance levels of roads drastically hence poor road service delivery.

Furthermore, it was revealed during the focus group discussions that members of the RUCs worked on voluntary basis and some of them complained to the researcher that they could not effectively do their work because they had difficulty in meeting their transport costs. This highlighted a need for authorities at the Sub-County, Town Council and District level to budget for facilitation for members of these committees if they were to be successful in what they are supposed to do. To complement on the above findings are extracts that were obtained from interview for instance, one responding officer informed the researcher that,

“Since resources are limited, in all the meetings we hold in our communities, we remind the people of the need to maintain the infrastructure that

government has put in their communities so that it is kept in good condition for their own use”.

Data obtained from a Focus Group Discussion held in Namayumba showed that poor facilitation was the biggest impediment to the effectiveness of RUCs. The members said that under the Community Agricultural Infrastructure Improvement Project (CAIIP), they were given shs. 5,000/= per month as facilitation but that the amount was too little to facilitate meaningful mobilization. On the other hand, those in Kakiri Sub-County had not received any facilitation because their Sub-County was not covered under the CAAIP program. As such, they informed the researcher that they could not use their meager resources to do government work.

More on the above, another key informant observed that,

“Local Governments are constrained by meager local resources and as such, they cannot plan to facilitate members of RUCs when there are other urgent needs to be dealt with. However, given the importance of these committees to road maintenance, the central Government should consider providing some funding to them to do their work.”

Another document reviewed showed that the majority of the sources of revenue for the district (81.5 %) is from the Central Government in the form of conditional grants with little or no room for re-allocation to other local priorities. This was identified as contributing to the insufficient funds allocated to the road sector including the maintenance team (Wakiso District Government Final Accounts, FY 2011/2012).

4.4.4.1 Bivariate Correlation results for Community participation in Maintenance

Inferentially, the researcher used the Pearson Correlation Product moment technique to aid in the establishment of the relationship between community participation in maintenance and road service delivery with the results obtained presented in the Table below.

Table 14: Bivariate correlation results for community participation in Maintenance and Road service delivery

		Maintenance	Road service delivery
Maintenance	Pearson Correlation	1	.560**
	Sig. (2-tailed)		.000
	N	48	48
Road service delivery	Pearson Correlation	.560**	1
	Sig. (2-tailed)	.000	
	N	48	48

** . Correlation is significant at the 0.05 level (2-tailed).

Table 14 comprises of variables namely community participation in maintenance and road service delivery. The table further shows correlation results $R = .560^{**}$, $p = .000 < 0.05$, and N as 48. The R^2 value of $.560^{**}$ revealed a positive relationship between community participation in maintenance and road service delivery, meaning that if there is better mobilisation and sensitisation of community members to support road maintenance, there would be an improvement in road service delivery. The fact that RUCs exist in the sub-counties under study and road gags in the town council is a pointer to efforts by the local authorities to maintain their roads in good condition.

4.4.4.2 Linear regression results for Community Participation in Maintenance and Road Service Delivery

In order to ascertain the variance between community participation in maintenance and road service delivery, the researcher used the linear regression technique. Emerging results presented in the Table 15 below.

Table 15: Linear regression results for Community Participation in Maintenance and Road Service Delivery

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.560 ^a	.313	.302	.54572

a. predictors: (constant), Community Participation in Maintenance

Source: primary data

Table 15 above shows linear regression results obtained after data collection. The table comprises of the R or Pearson as .560**, R² as .313, adjusted R² as .302 and standard errors or estimate as .54572. The adjusted R value of (.302) translates to 30.2% variance obtained tells the extent of variance community participation in maintenance had on the road service delivery. The remaining score of (69.8%) suggests other variables or factors responsible for the variation in road service delivery that were outside of this study.

4.4.4.3 Hypothesis Statement Three

Following the analysis of results, hypothesis three stating that; *“There is a significant relationship between community participation in the maintenance of roads to improved road service delivery in Wakiso District Local Government”*, was upheld.

CHAPTER FIVE

SUMMARY, DISCUSSION, CONCLUSIONS AND RECOMMENDATIONS

5.1 Introduction

Chapter five comprises of the summary, discussion of the findings, conclusions and recommendations, based on the specific objectives of the study. The chapter also presents the limitations of the study and areas for further research.

5.2 Summary of the findings

This section provides the key findings of the study based on the specific objectives of the study as indicated in the sub sections that include 5.2.1, 5.2.2 and 5.2.3 respectively.

5.2.1 Community Participation in Project Planning and Road Service Delivery

The first objective of the study was to analyse the contribution of community participation in project planning to road service delivery in Wakiso District Local Government. Results revealed the existence of a positive relationship ($r = .586^{**}$) between community participation in planning and road service delivery. Further, the regression analysis showed a 33.0% variance that community participation in planning had on road service delivery. The documentary review evidence further showed that Wakiso DLG had a 5 - Year development plan (2011-2015), prepared annual budgets, elicited information on roads from its locals and funded its road development, which were all indicators of effective planning towards road service delivery.

5.2.2 Community Participation Implementation and Road Service Delivery

The study also established the contribution of community participation in implementation of road projects on road service delivery in Wakiso District Local Government. Correlation results revealed a positive relationship, ($r = .604^{**}$) while the regression analysis showed that

35.5% variance in road service delivery could be attributed to community participation in implementation of projects. Other results revealed that road awareness programs were key to increased road sensitization while offering of casual road jobs by contractors to the locals was good for the community. Further still, it was noted that numerous site visits and inspections by authorized district personnel helped to ensure quality roads.

5.2.3 Community Participation in Maintenance and Road Service Delivery

Concerning community participation in maintenance of access roads and road service Delivery in Wakiso District Local Government, results indicated a positive correlation of .560**.. In addition, community participation in maintenance had 30.2% variance on road service delivery. Other results showed that corporate social responsibility was not effectively observed by contractors and the community acted as road watch dogs.

5.3 Discussion

This section provides a detailed account of the findings of the study linked to the scholarly writing in chapter two. This is based on the specific objectives of the study as detailed in the sub sections 5.3.1, 5.3.2 and 5.3.3 below.

5.3.1 Community Participation in Project Planning and Road Service Delivery

Community participation in planning was found to have a positive bearing on ensuring better Road Service Delivery in Wakiso district. This statement can be linked to a number of positive opinions obtained and presented in chapter four of this study, for instance respondents up to 65% agreed that they participated into availing information for any potential road project. This is in line with the views put forward by Lebo & Dieter (2001), recognising the importance of involving the beneficiary communities in the process of

planning for rural infrastructure. In addition, Mekong Economics Limited (2005) points out that local people would like to see their roles in road projects increased since they are the primary road beneficiaries and are the ones that are most committed to the quality and sustainability of these roads. They want to be particularly involved in the design and supervision stages of these roads.

It is further noted that elicitation of road information provides reliable and valuable information to both the district and contractors which can be used to aid development decision making including the provision of better road services however, it can be noted that a fraction of 29.0% respondents were on the defense or disagreeing. This state of responses highlights an information elicitation gap which in the long run affects the district finances and road service delivery. In addition, if and when such road projects are based on inaccurate project information they are bound to be short lived and only increase local community outcry. Lastly, this trend implies that the local authorities need to find diverse other meaning of eliciting valuable information.

Furthermore, findings revealed that 67% of the respondents indicated that their views while in meetings were listened and recorded accordingly. The revelation concurs with Lebo & Dieter (2001) who pointed out that due to the increasingly decentralized framework for the provision of local services, building ownership and mobilize local resources, the planning must be participatory. The starting point for the every planning process consisted of consultations at the local government and community level. By having a good road network in a specified locality, the locality is always earmarked for local development as it is a business link to markets, distant homesteads, schools and health centres among others. These local roads, if accessed are of great importance to the lives of the local communities. Nonetheless, the 30% disagreement and 3% neutrality reveals participation discrepancies meaning that fewer of the locals are consulted and engage in meeting with project

stakeholders which could reveal a divided community. This when translated into reality shows locals who support and do not support development thus challenge for the district.

Lastly, 36% of the respondents indicated that Government of Uganda allocated sufficient funds to Wakiso district development fund to support its road construction, while the rest did not agree. The findings harmonize well with scholars including Lebo & Dieter (2001) who argue that the ability to provide basic access is limited by resources because resources are typically scarce, with very limited support from central government or other external sources. Lebo & Dieter (ibid) further add that affordability is determined by a populations' capacity to maintain their basic access infrastructure over the long term. The researcher agreed to the fact that the Government through its finance ministry allocates funds to LGs including Wakiso to support in the extension of social services including road construction, widening path network and provision of footbridges among others; all these are signs of development. Nonetheless, a fraction of respondents 46% seemed unsatisfied with the funds that government realized to the district creates a number of service delivery weakness and only increase public outcry, this trend of financial support may not be friendly to the district hence need to boast its finances.

5.3.2 Community Participation Implementation and Road Service Delivery

Implementation entails performing the work defined in the project management plan to achieve project objectives. This statement was evidenced by how a number of respondents responded to the questions. For instance, more respondents constituting 53% agreed to the fact that local mobilization was well handled and 71% other respondents agreed that the district undertook the task of mobilizing the local community before any project implementation. The above revelations connect well with Henri et al (1987), who argued that beneficiary participation not only helps to ensure that project activities are fully met, but also

increases a community's capacity to identify and solve its own problems in a given locality. Henri et al (ibid) further added that locals usually have knowledge of how their local transport system operates, together with its constraints and bottlenecks. The agreement scores that locals were the sole beneficiaries and therefore should over the time be consulted before implementation of any project commences further laid credence to the findings. On the other hand, 47% and 29% disagreement score were worrisome in respect to the mobilization of locals. The scores reveal numerous weaknesses in the way mobilization was handled before any road project commencement at Wakiso, some of which may include the selection guidelines or procedures upon which locals to consult are based are bound to be discriminative as fewer than many of them are mobilize. This created a mobilization gap that needed attention.

In addition, 61% obtained indicate positives for the fact that sensitization programs were in place to cater for the local community awareness. The findings connect well with Henri et al (1987) who acknowledge that the ultimate users of each rural access infrastructure network are identifiable people with specific needs, beliefs, methods; who are intimately aware of the transport needs of the specific development area. The researcher noted that sensitisation of the locals made them aware of the planned public or social services within their reach and encouraged them to utilise such services. However, 39% of these respondents felt that the sensitization scope seemed confined to fewer than many localities thus the number of locals that would engage in the project. This trend of issues revealed sensitization discrepancies in terms of fewer organized social gatherings, workshops and conferences among others. These discrepancies needed attention.

Further still, many locals up to 48% agreed that they were given casual jobs by the contractors. The findings are supplemented by Hickey & Mohan (2004) who advanced that a reservation to participatory development which is that it privileges the community as the site

where empowerment is assumed to occur, all too often, communities are treated as fixed and unproblematic and idealized in terms of their content. They further stressed that by homogenizing communities and uncritically boosting the local as the site of action, participatory development both draws a veil over repressive structures operating the micro-scale and deflects attention away from wider power relationships that frame the construction of local development problems. It was noted that the locals were given more roles included supply of marram, offering accommodation to contractors and cooking for workers among others. On the other hand, giving jobs to the locals that have been affected by the road construction project clearly helps them earn a better living from such jobs hence a way of minimizing on the poverty levels within the communities. However, 52% of the respondents both disagreed and neither agreed nor disagreed. This reveals strict the challenges embedded in the guidelines following to ensure job hiring of such casual laborers by contractors hence a disadvantage to locals in terms of employment thus cause of fear.

Lastly, a fraction of respondents 79% agreed that they were involved in monitoring of the project. The findings have a positive link with Chanan (2005) who argued that within a community members will choose to or otherwise become involved at different levels in an activity project or programme and that the numbers of involved people will decrease as the levels increase thus creating a pyramid. However, all parts of the pyramid must be supported as they depend on one another and such support will allow all people all possible entry points. Despite efforts made to ensure proper project monitoring, a fraction of 21% respondents neither agreed nor disagreed that there were loopholes inroad monitoring and thus some of these loopholes were linked to the way road projects were supervised by district personnel. This monitoring gap might be attributed to the fewer technical personnel, given Wakiso as a district status. This was further complemented by the views of a key informant

who stressed that there are few technical (engineering) staff to supervise various projects implemented by the Sub Counties in Wakiso District.

5.3.3 Community Participation in Maintenance of Rural Roads and Road Service

Delivery

Community participation in maintenance was twined with Road Service Delivery in this study and as a result, a number of positive responses to support the findings were provided by the respondents and are presented in chapter four.

The researcher was informed that local leaders mobilize people to undertake routine maintenance works on existing roads with a 35% score. This is supported by Heggie (1995), who opined that the idea of ownership is to empower road users and to encourage them to take an interest in the management of roads, since their enthusiastic support is a precondition for solving the problem of road financing. It was observed that routine road maintenance works make a road retain its beauty and eliminate any vulnerability that may occur as a result of poor maintenance. Nonetheless, it can be noted that 65% of these respondents disagreed and were reserved in line with the above statement. This indicated a routine maintenance problem, given the way community members responded when invited to engage in maintaining the road infrastructure. In addition, the study found out that some locals filled trenches dug in their gardens with soil, hence preventing the smooth flow of runoff water from the road; some refused to clear bushes alongside areas of roads near their land and some participated in vandalizing road signposts.

In addition, results showed that 58% of the respondents agreed that road user committees were in place and dealt with issues concerning road status. The obtained statistics were supported by the DDP of Wakiso District for the FY 2012/13, where it was cited that one of the biggest problems the district faces in the maintenance of its roads is the continued

destruction of roads by trucks ferrying sand and hard-core stones to clients around Kampala. To avert such, the district local government could be supported by the central government by allowing it to collect maintenance fees from such trucks and to use the same to keep their roads in good condition. On the other hand, 42% who disagreed or were neutral is such a big margin needing attention, this discrepancy can be attributed to the fact that in the beginning of most projects including the road construction, most locals are isolated and feel not part of the project thus their contribution especially in sustaining the project is less hence a problem.

Finally, many of the locals 42% agreed that they valued the importance of roads and did everything possible to ensure that the roads were in good condition represented. In support of these findings, Gessellschaft (1992) stated that part of the reason for poor road maintenance policies is attributable to the institutional framework within which roads are managed. They are not managed as part of the market economy and this biases managerial incentives. There is no clear price for roads, road expenditures are financed from general tax revenues, and the road agency is not subjected to any rigorous market discipline. However, 58% disagreed or were not sure about the importance of road maintenance, revealing a resource discrepancy. This meant that insufficiency or scarcity of financial support for instance facilitation in terms of allowances negatively affected the maintenance of roads in Wakiso district.

5.4 Conclusions

The conclusions presented below are based on the specific objectives of the study as explained below.

5.4.1 Community Participation in Project Planning and Road Service Delivery

Based on the prior discussions held on community participation in planning, it can be concluded that timely release of sufficient funds by the Government to Local Governments

based on a designed development plan translates to better service delivery including construction of good road networks easily access by locals.

5.4.2 Community Participation Implementation and Road Service Delivery

Local mobilization is needed to better road services coupled with awareness (using social gathering, workshops and conferences, road contractors were instrumental in creating casual jobs for the locals while site visits and inspection closed a number of road construction gaps.

5.4.3 Community Participation Maintenance and Road Service Delivery

In regard to community participation in maintenance, it can be concluded that increased promotion of corporate social responsibility and routine maintenance would prolong road life, while road sensitization programs mean good road utilization and maintenance.

5.5 Recommendations

On the basis of the discussion of findings and conclusions made thereafter, the following recommendations were drawn, in line with the specific objectives of the study as indicated in sub sections 5.5.1 , 5.5.2 and 5.5.3, respectively.

5.5.1 Community Participation in Project Planning and Road Service Delivery

The following statements represent recommendations to the gaps identified under the community participation in project planning discussion. These include:

Wakiso District Local Government Management should liaise with its local leaders (LCs) and ensure that most of its stakeholders (including locals) engage in a series of consultative meetings with contractors among other parties. This will ensure that more reliable and valuable information is elicited from these service users and used to draw better road project

plans and will address the problem of gaps in information elicitation and provide required information for the project.

Secondly, the researcher recommends that Wakiso DLG should plan and always hold feedback meetings to inform the community members of the road project that have been selected for implementation in a particular financial year. The reason to this effect will be to encourage community members not to shun future meetings because they would have known that their views equally matters to their leaders.

Lastly, on the issue of insufficient funds as released by the Government, the researcher recommends that Wakiso district leadership with its planning unit may devise means of externally lobbying for funds from multinational agencies to support road construction. This is intended to address the issue of inconsistent financial flow from the Government and allow timely construction of local roads.

5.5.2 Community Participation Implementation and Road Service delivery

The study came up with the recommendations for the gaps identified under community participation in implementation of road construction projects and road service delivery in Wakiso district. These included:

On the issue of sensitization programs, researcher recommends that the district, sub-county, town council leadership should liaise with the local council leaders to create a Task force to undertake awareness creation programs to support its road projects. There is always need to mobilize and sensitize the community about any road construction project before it commences. The details of the project including coverage, cost, time period and jobs available should all be discussed to create awareness and ownership of the project.

The researcher also recommends that the road contractors endeavor to employ local laborers and get remunerated as per the existing market price. This is intended to avoid work complaints of underpayments. In addition, the contract should be designed in a manner that avoids hostile confrontations when they embark on digging trenches within locals' land to channel run-off water from the roads.

Lastly, the researcher recommends that Wakiso district engineering department liaises with the Office of the CAO to devise means through which the human resource gap in the department can be addressed. This will lead to the recruitment of qualified personnel who will ably supervise the road construction projects to ensure that the details in the Bills of Quantities (BOQs) are implemented during the actual project.

5.5.3 Community Participation in Maintenance of the rural roads and Road Service

Delivery

Recommendations for Community participation in the maintenance of the roads included the following:

Road maintenance should be given more priority by both the Central Government and the districts. In spite of considerable resources being injected into the roads sector by the Government of Uganda, the researcher found out that the recipient communities have not been brought on board to play their role in the process of having good quality roads in their communities. The issue of maintenance of all Government infrastructure should be made a law with the necessary sanctions for failure to adhere to it.

The researcher recommends that Wakiso district political leaders are sensitized to desist from telling people that Government will do everything for them but should instead mobilize their

people and lead the efforts in undertaking maintenance works for existing infrastructure within their communities.

Government could also consider paying people some little money to maintain areas of roads that cross through their land. This recommendation is premised on the information that Government allocates funds for maintenance of roads within districts but that the amounts given are so meagre to create any meaningful change. The researcher therefore recommends that Wakiso district advises Government to put in place more guidelines to instead give funds to respective community members whose land nears the roads so that they maintain those sections at a small fee for the benefit of the entire community.

Lastly, the way forward to the problem of road maintenance and the effectiveness of RUCs could be solved by Government putting in place a budget to facilitate members of the RUCs on a quarterly basis to mobilize people to maintain the roads. It is important for leaders to accept that the spirit of voluntarism has largely been lost in Uganda and that people should be forced to either pay for maintenance or do it forcefully knowing that there are sanctions for non-compliance. The following are recommendations made on Community participation in Maintenance of the Roads linked to a number of discussion weaknesses. These include:

The researcher recommends that Wakiso district management reviews its road ordinances as this will act as a platform to ensure that roads are maintained and not abused. In addition, this will ensure good quality roads in within the communities.

The researcher recommends that Wakiso district management liaise with political leaders to desist from political gossip of telling people that Government of Uganda will do everything possible including delivery of services for them but instead mobilize their people and lead the efforts in undertaking maintenance works for existing infrastructure within their communities. This will foster road project implementation.

The researcher recommends that management of Wakiso district formulates ordinances to make it mandatory for all the locals in the community to engage in *bulungi bwansi* activities and put in place sanction for failure to participate.

Lastly, the researcher recommends that the way forward to the problem of road maintenance and the effectiveness of RUCs is for Wakiso district management to liaise with the Local Government Ministry and Ministry of Finance, Planning and Economic Development to ensure that every financial year, development activities in its budget are provided with more funding. This is intended to ensure availability of funds that can be used to facilitate members of the RUCs on quarterly basis to mobilize the locals to routine maintenance of roads.

5.6 Limitation of the study

The researcher encountered a number of limitations during the study.

The study concentrated on community participation (specifically planning, implementation and maintenance) and road service delivery. Yet it can be argued that community participation has many indicators or dimensions which were not considered for the study hence findings could not be generalized for this case.

5.7 Areas for further studies

The following areas were identified for further study;

First, the research considers the need to perform a comparative study on the impact of labour based road construction to the recipient communities has on projects that are implemented by using mechanized equipment.

Secondly, the researcher recommends a study on the increased role of political influence in the delivery of services especially the roads sector in both the central and Local Governments of Uganda.

Lastly, a study could be undertaken on how Government can cost share with communities in the delivery of services like roads whether in kind or in cash.

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APPENDICES

Appendix I: Questionnaire for Road User Committees and LC I-II

My name is Barbara Namugambe. I am currently pursuing a Master's degree in Management Studies – Public Administration and Management at Uganda Management Institute.

You have been randomly selected as a resource person who can ably give useful information on the topic under study. I am therefore requesting for your time to answer the attached questionnaire. The topic of research is “*Community participation and road service delivery in Wakiso District: A case study of three lower LGs*”.

The information you give in the course of this research is purely for academic purposes and will be kept confidential.

The research findings will be useful to the government and development partners in finding solutions to the high cost of road improvement works and maintenance.

Thank you

SECTION A

Background Information of the Respondents

Please tick appropriately in the box provided below:

1. What is your age bracket?

- a. 18-25 years
- b. 25-30 years
- c. 35-40 years
- d. 45 & above

2. What is your Gender?

- a. Female
- b. Male

3. What is your marital status?

- a. Married
- b. Not Married
- c. Separated
- d. Widow
- e. Widower

4. Please indicate your education level?

- a. Primary
- b. Secondary
- c. Diploma
- d. Degree

SECTION B: COMMUNITY PARTICIPATION AND ROAD SERVICE DELIVERY

For the following questions, please indicate whether you: Strongly Agree = 5; Agree = 4;

Not Sure = 3; Disagree = 2; Strongly Disagree = 1.

COMMUNITY PARTICIPATION IN PROJECT PLANNING.	SD (1)	D (2)	N (3)	A (4)	SA (5)
There is a good road network in Wakiso District LG that provides access to the locals	1	2	3	4	5
The GoU has plans to develop the LG road network to enable the community have free access to social services.	1	2	3	4	5
There is a development plan for roads construction in Wakiso District LG.	1	2	3	4	5
GoU allocates sufficient funds for the district development fund to support road construction	1	2	3	4	5
The funds released are well spent according to the drawn district budget	1	2	3	4	5
Information is elicited from the Locals before any decisions are undertaken	1	2	3	4	5
The community is involved in identifying other alternatives to maintaining rural roads that will not benefit from the available resources.	1	2	3	4	5
The local community views who speak out in meetings are recorded and listened to.	1	2	3	4	5
COMMUNITY PARTICIPATION IN PROJECT IMPLEMENTATION	SD (1)	D (2)	N (3)	A (4)	SA (5)
I understand the concept of mobilization and sensitization	1	2	3	4	5
The locals are mobilized whenever a road project comes into place	1	2	3	4	5
Before the project begins, people are invited for meetings and introduced to the contractors.	1	2	3	4	5
The locals are sensitized and given detailed plans of how the road would look like during and after construction	1	2	3	4	5
The locals are given casual jobs by the contractor during project implementation.	1	2	3	4	5
There is a Team of district personnel in charge of monitoring.	1	2	3	4	5

COMMUNITY PARTICIPATION IN PROJECT MAINTENANCE	SD (1)	D (2)	N (3)	A (4)	SA (5)
The contractors value Corporate Social Responsibility with due respect.	1	2	3	4	5
Local leaders mobilize people to undertake routine maintenance works on existing roads.	1	2	3	4	5
The Locals contribute both in kind and with money to improve existing roads.	1	2	3	4	5
Community leaders sensitize and agree with people on how best roads can be utilized and maintained in good condition.	1	2	3	4	5
There are Road User Committees which deal with all issues concerning the status of our roads.	1	2	3	4	5
The locals know that the roads are theirs and do everything possible to ensure that the roads are always in good condition.	1	2	3	4	5
ROAD SERVICE DELIVERY	SD (1)	D (2)	N (3)	A (4)	SA (5)
Local resources are required for road service delivery in the District	1	2	3	4	5
The local resources are readily available for use when ever needed in the district.	1	2	3	4	5
The resources are sufficient to cater for the most roads in the district.	1	2	3	4	5
There are standards followed while constructing the roads in the district	1	2	3	4	5
Supervision is done to ensure that the standards are followed while constructing the roads	1	2	3	4	5
The roads are of required quality	1	2	3	4	5
The roads are likely to serve the local community for a longer period of time	1	2	3	4	5

Thank You

Appendix II: Interview Guide

a. Present job title.....b. Date of interview.....

Interview questions.

1. How would you rate the current status of roads in your district/Sub-County/Town Council and why?

2. How many rural access roads are constructed in your Town Council/Sub-County in a financial year?

3. What is the source of funding for the construction of the above roads?

4. What are the constraints to having good quality rural access roads in Wakiso District?

5. Are the local people (the end users) involved at any level of the road construction process?

6. What efforts have been made towards mobilizing the local community to contribute towards having good roads in your community?

7. How has the community responded in the cases where they are mobilized to participate in the improvement and maintenance of rural road infrastructure?

8. What are the advantages of mobilizing the local population to participate in the construction and maintenance of rural transport infrastructure?

9. How does the district identify required resources for road construction?

10. What are the challenges of mobilizing the local population to participate in the construction

Thank you for your cooperation

Appendix III: Krejcie & Morgan Mathematical Table (1970)

N	S	N	S	N	S	N	S	N	S
10	10	100	80	280	162	800	260	2800	338
15	14	110	86	290	165	850	256	3000	341
20	19	120	92	300	169	900	269	3500	346
25	24	130	97	320	175	950	274	4000	351
30	28	140	103	340	181	1000	278	4500	354
35	32	150	108	360	186	1100	285	5000	357
40	36	160	113	380	191	1200	291	6000	361
45	40	170	118	400	196	1300	297	7000	364
50	44	180	123	420	201	1400	302	8000	367
55	48	190	127	440	205	1500	306	9000	368
60	52	200	132	460	210	1600	310	10000	370
65	56	210	136	480	214	1700	313	15000	375
70	59	220	140	500	217	1800	317	20000	377
75	63	230	144	550	226	1900	320	30000	379
80	66	240	148	600	234	2000	322	40000	380
85	70	250	152	650	242	2200	327	50000	381
90	73	260	155	700	248	2400	331	75000	382
95	76	270	159	750	254	2600	335	100000	384

Note: Krejcie & Morgan (1970), Determining sample size for research activities, educational and psychological measurement, 30, 608, Sage publications.

Appendix IV: Focus Group Discussions Guide

Members of Road User Committees

Focus Group Questions

1. Please briefly state what your roles are as members of the road user committee?

2. How would you describe the current status of roads in your sub-county/Town Council?

3. How many roads have been opened up or rehabilitated by the district, Sub-County or any other NGO in your locality in the last two years?

4. What challenges do you face during the mobilization of people to participate in the above activities?

5. In your opinion, is the maintenance of constructed roads in your community satisfactory?

6. If yes/no, please state the reasons for our answer

7. In case of no to (7) above, what can be done to get the community members more involved in the management of rural road infrastructure?

8. What would be the impact of involving the community in managing their own roads?

9. What can leaders do to ensure that community members are well mobilized to participate in the maintenance of rural access roads in your area?

Thank you for completing this instrument

Appendix V: Documentary Review Checklist

Some of the documents on the review list included:

- 1) Wakiso District Budget performance Report (2012/2013)
- 2) Wakiso District CBO Report (2012)
- 3) Wakiso District Council Score-Card Report (2011/2012)
- 4) Uganda National Budget (2011/2012)
- 5) Wakiso District Financial Report, (2013/14)
- 6) The DDP of Wakiso District for the FY (2012/13)